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ANNEX I

NARRATIVE REPORT OF TRAINING

TAB "A" - Formal Training

SEC I - Operations and Training

SEC II - Maintenance and Supply

TAB "B" - USCM

SEC I - Operations and Training

SEC II - Maintenance and Supply

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ANNEX I

TAB "A"

Narrative of Formal Training

SECTION I - Operations and Training

25X1C4a 1. The formal training of Detachment "A" started on 11 January 1956. Prior to this date those regulations pertaining to the training program had been published by the [REDACTED]. All elements of the training were covered in Wing Regulation 50-1 with Annexes I, II, and III thereto; the Unit Simulated Combat Mission was outlined in Wing Regulation 50-2.

25X1C4a 2. With the arrival of three pilots on 11 January 1956 the training program actually began. The schedule called for the formal phase of training to be completed on 31 March -- this was accomplished with the exception of one flight which was scheduled twice during the last week of March but in each case aborted. This final mission was actually flown on 3 April. The complete flying training schedule, as set forth in Annex III to Wing Regulation 50-1, [REDACTED], was satisfactorily completed with the exception of the celestial training mission. This requirement was waived due to non-availability of sextants in Detachment "A" aircraft. The first sextant to become available was put into commission during the last week in March, hence there was not sufficient time to properly evaluate it prior to the USCM. Plans were made to test the celestial capability of the pilots wherever possible throughout the USCM. This was accomplished within the capabilities of the limited equipment available.

3. Some 67 hours of ground school were programmed by Wing Regulation 50-1, Annexes I and II. This entire ground school schedule was satisfactorily completed prior to the beginning of the USCM.

4. A quick recapitulation of the flying training scheduled per pilot versus that accomplished is:

- a. Flying hours scheduled - - - - - Approximately 53
- b. Flying hours actually flown  
(average per pilot) - - - - - 93 Hours 22 Minutes
- c. Number of missions scheduled - - - - - 14
- d. Number of missions flown - - - - - 19.1

5. On 7 April 1956 Detachment "A" was considered to have satisfactorily completed all of its formal training and to be ready for a week of unit simulated combat missions. This was programmed for the week of 9 through 14 April. A narrative of the USCM will be found in TAB "B" of this Annex.

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ANNEX I

TAB "A"

Narrative of Formal Training

SECTION II - Maintenance and Supply

1. Maintenance:

25X1C4a

a. During the formal training phase of the program directives affecting the maintenance operation were developed by [REDACTED] personnel. These directives established the maintenance organization and procedures, maintenance and flying scheduling, and an abort and malfunction procedure for determining reliability of aircraft and its auxiliary equipment. Approximately three weeks were consumed in affecting coordination with the different contractors concerned. Problems encountered concerned the understanding by each contractor of the terms of his contract and the necessity of contacting key contractor personnel for the proper coordination. Directives were approved by all concerned with a minimum of change and were published as Detachment "A" directives.

25X1C4a

b. Personnel of the [REDACTED] assisted in implementation of the maintenance directives, continually monitored the training of maintenance personnel and provided instruction in deficient areas as needed.

c. The most deficient areas during the training phase concerned coordination and planning between the maintenance and operations functions, planning and coordination between maintenance sub-sections, and maintenance of aircraft forms and historical records. The above mentioned directives were designed to provide guidance for correction of the deficient areas mentioned. By the end of the training phase much improvement could be noted in all areas. Daily unit scheduling meetings were being conducted by the Detachment Commander, internal coordination within the maintenance activity was improving, and all historical records had been brought up to date. Continual instruction was being provided to improve forms maintenance.

2. Supply:

25X1A6a

a. In December 1955, a Flyaway Kit (FAK) Listing reflecting the various contractor spare part requirements was developed. A Special List of Equipment (SLOE) was also formulated to authorize the Unit Mission Equipment (UME) that would be provided by each contractor and from USAF resources to support the Aquatone mission. The initial Flyaway Kit (FAK) spares and SLOE items were shipped to [REDACTED] on 17 January 1956 and immediate supply operations were established to support the Detachment "A" Training mission. Action was also implemented to provide the unit with detailed directives outlining the supply

25X1A6a

25X1C4a

procedures that would apply both at [REDACTED] and the overseas location. Prior to the completion of the Training phase, all the authorized supply personnel of Detachment "A" were available for duty. During the Training phase [REDACTED] personnel actively participated in the over-all supply function and provided detailed "on the spot" training of all supply personnel assigned to Detachment "A". Data regarding the effectiveness of the Flyaway Kit (FAK) and the Special List of Equipment (SLOE) was maintained during the entire operation. This information was utilized to revise the FAK and SLOE authorizations as required to insure maximum support. At the completion of the training phase the Flyaway Kit had been provided 96% of all items authorized. The Special List of Equipment was 92% complete. All shortages are receiving priority attention by the Depot Supply Officer and indications are that most deficiencies will be resolved prior to deployment.

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FLYAWAY KIT TOTAL ITEMS

ALL SECTIONS			TITLE		UNIT		25X1C4a					
SECTION												
PERIOD			10	20	30	40	50	60	70	80	90	100
I	LAC			94.7%								
II				95.8%								
III	R&W			96.8%								
IV	HYCON			93.2%								
V	AIRBORNE COMMO			67%								
VI	SP PERS			75%								
VII	GROUND COMMO SPARES			NOT REPORTED								
VIII	COMMON HARDWARE			98.6%								
IX	GROUND POWER SPARES			97.6%								
TOTAL				96.0%								
*Ground Communications Spares is controlled and furnished by Project Headquarters.												
25X1A5a2			AUTH	O/H		AUTH	O/H		TOTAL AUTH		TOTAL O/H	
LAC			2433	2305	COMMON HARDWARE	13918	13311		57877		56102	
			1790	1718	GROUND POWER	361	137					
R&W			2355	2281								
HYCON			6056	5648								
AIR COMMO			210	161								
SP PER EQ			721	541								

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TAB

ANNEX I

TAB "B"

Narrative of Unit Simulated Combat Mission

SECTION I - Operations and Training

25X1C4a 1. As established by directives from Project Headquarters, the unit simulated combat missions were scheduled for Detachment "A" during the week of 9 through 14 April 1956. Prior to the launching of this exercise the [redacted] published a Technical Pamphlet, number 170-1 (see Annex II) which was to be used as a scoring guide for this USCM. The details of this Technical Pamphlet were discussed with Project Headquarters on 3d and 4th of April and, after approval by Project Headquarters, it was published on 6 April.

2. The basic premise underlying the USCM was that it would test all elements of the proposed operational concept for overseas operations. Hence Project Headquarters was called upon to issue the necessary orders for each mission, send them through normal communications to Detachment "A" who in turn flew the directed missions. After the missions had been flown standard reporting systems were used to test the combat reporting guide published by Project Headquarters, and the photography accomplished on the mission was forwarded to [redacted] for 25X1A5a1 development. From there the finished product went to Project Headquarters for their review and acceptance.

3. It was proposed by Project Headquarters that approximately 12 missions should be flown by Detachment "A". The final results of the week's activity indicate that 13 missions were actually scheduled and attempted, two of which resulted in aircraft aborts and one other should be considered aborted due to the fact that the entire camera installation was inoperative. Hence, of the 13 missions scheduled, 10 were effective.

4. The following is a day by day run-down of the week's activities:

Monday 9 April - 4 missions were scheduled on this day which was a maximum effort, there being only 4 aircraft available to Detachment "A". All 4 aircraft were airborne on time and all pilots flew their missions as briefed. One pilot blew his camera circuit breaker shortly after take-off when his viewfinder handle shorted the electrical system, this caused his entire camera system to be inoperative throughout the mission.

Tuesday 10 April - 2 missions were scheduled. Both aircraft were airborne, one of which successfully completed his mission as briefed, the other aborted after some 15 minutes out with a frozen fuel pump. He returned to the base and landed.

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Wednesday 11 April - 3 missions were scheduled and 3 aircraft departed on time. Two of these aircraft completed their missions as briefed although one pilot experienced a flame-out while at altitude when he endeavored to even his fuel load by yawing the aircraft. This caused a starvation of the air ducts resulting in his flame-out. He had no trouble with the air start and proceeded on home along his briefed flight plan. The third aircraft experienced an engine failure. When almost at maximum radius distance from [REDACTED] a series of flame-outs and other troubles commenced. After some excellent flying and finally a sound decision upon the pilot's part to make an emergency landing, he was able to bring his aircraft in to [REDACTED] Air Force Base. His landing was uneventful and maximum security was achieved through the use of the emergency procedures established and in operation for the past three months.

25X1A6a

25X1A6a

Thursday 12 April - 2 missions were scheduled. The pilots took off on time and flew the missions as briefed.

Friday 13 April - 2 missions were scheduled but both were canceled due to weather. The weather in the vicinity of [REDACTED] was extremely marginal all of that day so all operational flying was postponed.

25X1A6a

Saturday 14 April - 2 missions were scheduled, with both taking off on time and flying the mission as briefed.

5. The details of each mission as it was flown and scored can be found in Annexes III, IV, and V. It was the opinion of the judges that the USCM was satisfactorily completed in every respect. From an operational standpoint the unit was able to fly the missions as directed by Project Headquarters, the pilots were proficient and were able to fly the missions as briefed, and finally, the unit as a whole was able to stand up under a week of intensive operational training.

ANNEX I

TAB "B"

Narrative of Unit Simulated Combat Mission

SECTION II - Maintenance and Supply

I. Maintenance:

a. Maintenance organization: The over-all rating for the maintenance organization is effective. Deficient areas, such as maintenance of aircraft forms, supervision and control of personnel, and planning and coordination between maintenance sub-sections were noted during the initial portion of the USCM phase. However, definite corrective action was taken by the Detachment Commander and key supervisory personnel and all deficient areas corrected. The capability of the Detachment to quickly correct weak areas during the USCM is considered indicative of its ability to continue to operate in an effective manner during actual overseas operations. Forms maintenance will need continual emphasis. The attitude of all maintenance personnel toward proper forms maintenance is good. It is considered within the capability of supervisory personnel to provide the additional instruction to maintenance personnel necessary to bring forms maintenance up to acceptable standards. Supervision and control of personnel and coordination and planning between maintenance sub-sections was somewhat deficient initially but was quickly corrected and operating smoothly during the remainder of the USCM.

b. Planning and coordination between operations and maintenance is rated effective over-all. This area was deficient initially, primarily because of the 12-hour advance notification of mission requirements. Procedural changes were implemented to speed up publishing and dissemination of flying schedules to the various maintenance sub-sections. As a result of this planning and coordination all aircraft were ready at the take-off time specified and no ground aborts were experienced.

c. Reliability of aircraft and equipment:

- (1) Airframe. The majority of discrepancies encountered were considered minor and were usually capable of being corrected during the normal pre-flight period. One of the four aircraft, Number 347, only made two missions. After the first mission on 9 April, it was out for an extended period for a sump tank change due to materiel failure of a weld. This sump tank change involved removing and replacing both the engine and the sump tank. The aircraft was ready



for test flight by 1430, 12 April. However, weather was not suitable and the test flight was not test flown until 0510, 14 April. The aircraft landed at 0730, was turned around and off on a scheduled mission at 0900, 14 April.

(2) Engines:

25X1D0g (a)



(b) Oil consumption during the USGM varied from 2 to 12 quarts. Capacity of oil tanks is 56 quarts.

25X1A6a (c) One engine failure was experienced on Number 346,  
25X1A5a1 and pilot elected to land at [REDACTED]. This  
25X1A5a1 engine is being returned to the [REDACTED] for a complete tear-down inspection.

(d) Flame-outs. A total of 10 flame-outs were experienced during the USGM as follows:

1 Number 348. Two flame-outs occurred while the aircraft was being flown in a wing high-yaw attitude. Pilot experienced a heavy wing due to fuel, and was flying in this condition in an attempt to level the fuel load between the wings. The first flame-out occurred while flying in the wing high attitude. Upon return to the home base and while still at altitude, the same flying attitude was again attempted and the second flame-out occurred. Flying in this condition is believed to have caused starvation of the airducts and the consequent flame-out.

2 Number 348. One flame-out occurred over home base while in a 35-degree turn with slight "G". Again this is attributed to duct starvation.

3 Number 346. Four flame-outs occurred while engine suffered failure (reference para 1c(2)(c) above). Flame-outs are attributed to engine failure rather than conversely. Reason for failure is as yet undetermined. The engine will be returned to [REDACTED] for overhaul and an evaluation will be made to determine cause of failure.

4 Number 349 flamed out three times. This was thought to be due to malfunctioning fuel control, which was changed. While setting maximum power after fuel control change, it was discovered that the compressor bleed valve was not sticking at 80%. This condition would cause a high power flame-out at altitude. Bleed valve governor was changed to correct this condition.

(3) Ground Support Equipment. All authorized equipment was in place. The in-commission rate on this equipment averaged 95 per cent during the USCM phase.

d. Assignment and training of maintenance personnel.

- (1) One hundred per cent of authorized personnel are assigned.
- (2) The average experience level of all Lockheed personnel is over 14 years. All personnel have had both factory and field training on the U-2 aircraft. All mechanics are versatile in that they are competent in several specialties, such as airframe, engines, sheet metal, electrical, limited machinists, hydraulics, instruments, and some radio (installation).
- (3) The average experience level of the communications personnel is around eight years. Their experience is extensive in both airborne and ground communications installations, maintenance and repair.
- (4) Hycon (Camera) personnel have a varied experience level. They possess on the average a higher level of formal education. Experience is primarily in production, development and shop work. Practical experience in a line maintenance organization on aircraft is limited. However this lack of practical experience is being rapidly overcome and is not considered serious. Much improvement was noted in this area during the USCM.

e. Supply:

a. Prior to the Unit Simulated Combat Mission, the supply section of Detachment "A" was completely manned according to current manpower authorizations. The activity was well organized and operated effectively during this operation. The personnel assigned possess above average supply experience and are considered capable of supporting the unit's overseas mission.

b. During the USCM, the Special List of Equipment (SLOE) was 100% effective in supporting all requirements of the maintenance and operation activities. The Flyaway Kit Section was rated "Effective," supporting all but one request which was authorized but had not been provided by the aircraft contractor. The item was not of an emergency nature, and the aircraft in commission rate was not affected. During the USCM, 401 total items were requested from the Flyaway Kit Section of which 400 total items or 99% was provided. Based on these factors supply was rated effective.

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ANNEX II

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USCM SCORING GUIDE

TECH PAMPHLET 170-1

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TECHNICAL PAMPHLET)

NUMBER 170-1 )

I. INTRODUCTION:

1. This technical pamphlet outlines the system for scoring Unit Simulated Combat Missions for Project AQUATONE units trained under the supervision of the [REDACTED]

II. NUMERICAL SCORES:

1. Total possible numerical score for a USCM will be 100 points. Scoring will consider the following items:

- a. Percent of required aircraft airborne on time - - - - - 10 points
- b. Percent of required aircraft effective - - - - - 25 points
- c. Percent of required aircraft completing mission as briefed - 15 points
- d. Percent accomplishment of USCM requirements - - - - - 15 points
- e. Crew Proficiency:
  - (1) Navigation - - - - - 5 points
  - (2) Photo Flight Line Flying - - - - - 25 points
- f. Combat reporting - - - - - 5 points

III. ADJECTIVAL RATING:

1. In addition to the numerical rating, a rating of effective, marginal, or non-effective will be given the following items:

- a. Briefings, de-briefings, and critiques.
- b. Maintenance.
- c. Supply support.

2. Overall unit effectiveness will be expressed as combat ready or non-combat ready.

IV. DEFINITIONS:

1. Required aircraft. That number of sorties directed by Project Headquarters in the Operations Order and other directives. Sorties cancelled by Headquarters will not be considered required. Additional sorties may not be scheduled by the Detachment Commander.

2. Airborne on time. Each sortie must be airborne within one minute of the scheduled time. Aircraft not airborne within this time will be scored as follows:

If inclosure(s) No. [REDACTED] is (are) withdrawn  
(or not attached) the classification of this

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- a. 1 to 2 minutes early or late - - - - - 80%
- b. 2 to 5 minutes early or late - - - - - 70%
- c. 5 to 30 minutes early or late - - - - - 50%
- d. More than 30 minutes early or late - - - - 0%

3. Effective aircraft. Each aircraft will be scored according to the reconnaissance equipment which is operational through-out the mission. Equipment which is non-operational will down-grade the score in accordance with the tables below adjusted for the point in the mission where the failure occurred. If the failure occurs in the first 25% of the photographic portion of the mission, the equipment is considered non-operational for 100% of the mission. If the failure occurs in the second 25%, the equipment is considered non-operational for 75% of the mission. If the failure occurs in the third 25% of the mission, the equipment is considered non-operational for 50% of the mission. If the failure occurs in the last 25% of the mission, the equipment will be considered non-operational for 25% of the mission.

A-1 CONFIGURATION

EQUIPMENT	Periscope	Tracker Camera	Tri-met any camera	24" camera	Rocking Mount
DEGRADATION FACTOR	10%	20%	40%	40%	5%

A-2 CONFIGURATION

EQUIPMENT	Periscope	Tracker	Vertical	L. Oblique	R. Oblique
DEGRADATION FACTOR	10%	25%	30%	30%	30%

25X100g 4. Completing Mission as briefed. The number of required aircraft which adhered to the complete mission route and profile as outlined in the mission directive, flew the required air miles and landed at the designated landing base. Minimum altitude over enemy territory (Beyond 150 NM radius from home base) will be [REDACTED]t. If, due to flame-out or other cause, an aircraft descends below this altitude, only fifty percent (50%) credit may be awarded for the first, third, fifth, etc. such aircraft. The second, fourth, etc. aircraft which descends below minimum altitude will receive zero score in this item.

5. Accomplishment of USCM requirements. Scoring for this item will be based on the percent of mission requirements completed versus those scheduled for required aircraft. Weight for each training area is:

D/R Legs	Celestial Obs	Flight Lines	Total Possible
25%	20%	55%	100%

If weather precludes scoring of any training accomplishment, down-grading of scores will not result.

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6. Navigation. Each mission will include two navigation legs at least 600 NM in length. Dog legs may be included. Termination points will be selected prior to take-off. The pilot may use any means of navigation except the radio compass. The pilot will determine and record at least 20 minutes prior to termination point what his ETA is. This plus the pilot's estimate of the error in nautical miles at the expiration of the ETA will be reported at de-briefing. At the expiration of the ETA, the pilot will make a 90° turn to the left or right and another turn back onto course to show which photograph was made on the ETA. Tracker camera film will be used to score the navigation legs. If weather precludes plotting the photography, the leg will be discarded and no points will be lost or gained. Celestial observations will not be scored for accuracy. In the event of tracker camera failure, the leg will not be scored. Award of points will be based on the following table:

0 to 5 NM error	- - - - -	5 points
5.1 to 10 NM error	- - - - -	4 points
10.1 to 15 NM error	- - - - -	3 points
Over 15 NM error	- - - - -	0 points

7. Photo Flight Line Flying. Photo results will be scored numerically on the basis of flight line deviation. In addition, each pilot will be graded as good, average or poor according to the magnitude of corrections needed on flight lines and the steadiness of the aircraft during the runs. The film from the vertical camera and the tracking camera of the configuration used will be used for scoring. If these are not available due to camera failure, the flight line will be scored as attempted but rejected. If film cannot be plotted due to weather, the run will not be scored and no points will be lost. Points will be awarded in accordance with the following table:

Within 5 NM of flight line over entire line	- - - - -	25 points
Within 10 NM of flight line over entire line	- - - - -	20 points
Within 14 NM of flight line over entire line	- - - - -	15 points
Within 18 NM of flight line over entire line	- - - - -	7 points
Over 18 NM from flight line at any point	- - - - -	0 points

Flight lines to be scored will be designated prior to take-off.

8. Combat reporting. This item will be scored on the basis of timely submission of required reports. Points will be scored as follows:

Submitted on time	- - - - -	5 points
Up to 20 minutes late	- - - - -	4 points
Up to 40 minutes late	- - - - -	3 points
Up to 1 hour late	- - - - -	2 points
Up to 2 hours late	- - - - -	1 point
Over 2 hours late	- - - - -	0 points

9. Briefings, de-briefings and critiques.

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a. Briefings will be considered marginal if USCM umpires are left in doubt as to the conduct of any phase of the mission. A mission with an improper presentation of two or more essential elements will result in the briefing declared non-effective.

b. De-briefings will be considered effective if all pertinent information is obtained from the pilot. Failure to obtain this will result in downgrading to marginal or non-effective, depending on the essentiality of missed items.

c. Critiques will be judged as above with special attention devoted to the thoroughness of the analysis of each important phase of the mission. Items of particular importance are:

- (1) Delays or problems in mission dispatch and reasons therefor.
- (2) Route and profile flown.
- (3) Weather encountered versus forecast.
- (4) Photographic results.
- (5) Position reporting and communications problems, if any.
- (6) Equipment and aircraft malfunction.

10. Maintenance. The following areas will be considered in arriving at the maintenance rating:

a. Maintenance organization. This will include maintenance of aircraft records, supervision and control of personnel assigned and coordination and planning of different sub-sections of the maintenance organization.

b. Planning and coordination between operations and maintenance in preparing for the mission.

c. Number of aircraft required each day versus number provided. This will also include aircraft falling into the categories of late take-off, ground abort and air aborts due to maintenance malfunctions.

d. Capability to turn aircraft after an abort or mission, engine changes and servicing of aircraft.

e. General condition of equipment such as ground power, oxygen, aircraft handling equipment, quick engine change kits, built-up engines, and towing equipment.

11. Supply support. The following supply areas will be considered in arriving at the rating given supply support.

a. Number of supply requests made to the flyaway kit versus number of items issued.

b. Completeness of flyaway list in percent. (Total items authorized versus total items on hand).

c. Completeness of UME in percent. (Total items authorized versus total items on hand.)

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15. Overall unit effectiveness. This item will be scored on the basis of scores achieved in the areas mentioned above plus coordination between elements of the detachment, completeness and serviceability of assigned property, reliability of aircraft and installed equipment, assignment and training status of authorized personnel, and command effectiveness.

V SCORING EXAMPLES:

1. Numerical score:

a. Percent of required aircraft airborne on time.

- 12 aircraft required
- 9 aircraft airborne on time
- 1 aircraft airborne 3 minutes late
- 1 aircraft airborne 10 minutes late
- 1 aircraft airborne 1 hour late

$$9 \times 100\% \div 70\% \div 50\% \div 0\% = 1020\% \div 12 = 85\%$$
$$85\% \times 10 \text{ points} = 8.5 \text{ points awarded}$$

b. Percent of required aircraft effective.

- 12 aircraft required
- 8 aircraft had no equipment failure
- 1 aircraft had tri-net failure in the third 25% of the mission
- 1 aircraft had periscope and tracker of A-2 fail right after take-off
- 2 aircraft had oblique of A-2 fail in second 25% of mission

$$8 \times 100\% \div 80\% \div 65\% \div 2 \times 77.5\% = 1100\% \div 12 = 91.7\%$$
$$91.7\% \times 25 \text{ points} = 22.9 \text{ points}$$

c. Percent of required aircraft completing mission as briefed.

- 12 aircraft required
- 8 aircraft completed mission as briefed
- 2 aircraft returned to base by direct route after last flight line
- 2 aircraft descended below minimum altitude over enemy territory.

$$8 \times 100\% \div 2 \times 0\% \div 1 \times 50\% \div 1 \times 0\% = 850\% \div 12 = 70.8\%$$
$$70.8\% \times 15 \text{ points} = 10.6 \text{ points}$$

d. Percent of accomplishments of USCM requirements.

(Items not attainable due to weather have been eliminated from requirements)

D/R Navigation Legs	Scheduled	20	Accomplished	18
Celestial Observations	Scheduled	60	Accomplished	50
Photo flight lines	Scheduled	60	Accomplished	55

$$18 \div 20 \times 25\% \div 50 \div 60 \times 20\% \div 55 \div 60 \times 55\% = 89.6\%$$
$$89.6\% \times 15 \text{ points} = 13.4 \text{ points}$$

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e. Crew proficiency

(1) D/A Navigation

18 navigation legs scored

5 had error of less than 5 NM

8 had error of more than 5 but less than 10 NM

4 had error of more than 10 but less than 15 NM

1 had error of over 15 NM

$$5 \times 5 + 8 \times 4 + 4 \times 3 = 69$$

$$69 \div 18 = 3.8 \text{ points}$$

(2) Photo flight line flying

60 lines scheduled

5 unscorable due to weather

10 rejected due to vertical and tracker cameras failing

20 within 5 NM of line

20 within 10 NM of line

4 within 14 NM of line

1 within 18 NM of line

$$20 \times 25 + 20 \times 20 + 4 \times 15 + 1 \times 7 = 967$$

$$967 \div 55 = 17.6 \text{ points}$$

f. Combat reporting.

100 reports required

80 submitted on time

5 submitted 1 to 20 minutes late

5 submitted 21 to 40 minutes late

5 submitted 41 to 60 minutes late

5 submitted 61 to 120 minutes late

$$80 \times 5 + 5 \times 4 + 5 \times 3 + 5 \times 2 + 5 \times 1 = 450$$

$$450 \div 100 = 4.5 \text{ points}$$

g. Total numerical score

$$3.5 + 22.9 + 10.6 + 13.4 + 5.3 + 17.6 + 4.5 = 81.3 \text{ points}$$

h. An example of adjectival ratings is not considered necessary.

VI. REPORTS:

At the conclusion of the USCH the Commander 25X1C4a will submit a report of the results to the Commander in Chief, Strategic Air Command, with information copies of Headquarters, USAF, Project Headquarters and the Detachment Commander. Areas where the numerical score was low or where a rating of less than effective was given will be analyzed so as to high-light deficiencies.

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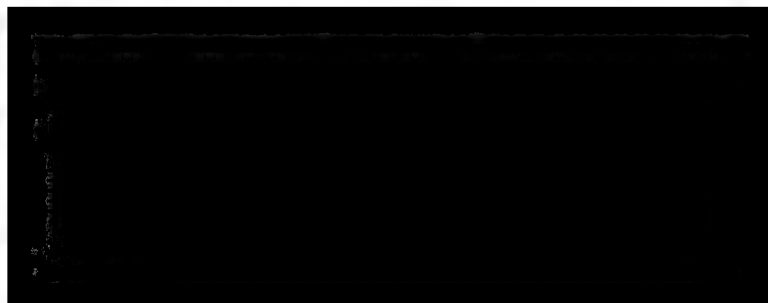
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If appropriate, he will recommend corrective action. He will recommend that the detachment be declared combat ready or, if not, he will outline the additional training or other corrective action considered necessary.

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ANNEX III

NUMERICAL SCORE OF USCM

TAB "A"	PERCENT OF REQUIRED AIRCRAFT AIRBORNE ON TIME
TAB "B"	PERCENT OF REQUIRED AIRCRAFT EFFECTIVE
TAB "C"	PERCENT OF REQUIRED AIRCRAFT COMPLETING MISSION AS BRIEFED
TAB "D"	PERCENT ACCOMPLISHMENT OF USCM REQUIREMENTS
TAB "E"	CREW PROFICIENCY
TAB "F"	COMBAT REPORTING
TAB "G"	SUMMARY OF LOST POINTS

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DATE	TIME	ALT	TIME OF DAY	SCHEDULE		ACTUAL		NO. OF FILMS	NO. OF FILMS		NO. (AV. FRAMES)	SCHEDULE		REMARKS
				SCHED	ACTUAL	SCHED	ACTUAL	SCHED	ACTUAL	ACTUAL		SCHED	ACT	
9 APRIL	1005	27	25X1A9a	346	0640	0648	7/29	7/30	7 f 05	No 70MM Tracker	A-2	3197	6	70MM Tracking Camera out
	1006	28		347	0645	0655	6/35	6/30	5 f 50	No 70MM Tracker	A-2	3210	4	70MM Camera out. "Light out after 16 min"
	1007	22		348	0720	0731	7/32	7/25	6 f 45	2 2	A-2	3216	10	36.2MM 5
	1008	21		349	0830	0839	7/22	7/20	6 f 40	2 -	A-2	3226	5	Complete Camera Failure.
10 APRIL	1009	23		348	0830	0840	7/20	7/20	6 f 30	2 1	A-2	3229	9	No 300° turn on #2 film log.
	1010	26		346	0905	0712	7/26	2/35	0 f 10	2 -	A-2	-	5	Air Short Fuel Pump Failure 70MM Tracker short of film.
11 APRIL	1011	22		349	0835	0645	8/09	8/20	7 f 30	1 1	A-2	3132	3	4 "Flamout" low on fuel landed Albuquerque
	1012	26		346	0850	0731	8/12	8/20	5 f 30	2 1	A-2	3180	6	2 film reels caused by running 4/5 trying to get test film log condition.
	1013	24		348	0835	0744	8/09	8/05	7 f 30	2 2	A-2	3144	14	25 MM 5
12 APRIL	1014	27		349	0830	0820	7/36	7/30	6 f 10	1 1	A-2	3216	4	Content out, 2 film reels
	1015	21		348	0840	0650	7/26	7/20	6 f 30	1 1	A-2	3254	10	10 MM 4
13 APRIL	1016	CANCELLED DUE TO WEATHER												
14 APRIL	1017	CANCELLED DUE TO WEATHER												
14 APRIL	1018	23	25X1A9a	348	0920	0730	7/33	7/40	6 f 40	2 2	A-2	3200	10	4
	1019	26		347	0930	0900	6/32	6/20	5 f 40	1 1	A-2	2500	5	

EYES ONLY

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TAB "A"

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25X1C4a

TOTAL ITEMS (OVERALL PERCENTAGE)

FLYWAY KIT

## SECTION

PERIOD

SECTION UNIT

25	50	75	100	125	150	175	200	225	250	275	300	325	350	375	400	425	450	475	500
----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

~~9 - 11 April 99%~~

401
400

REQUESTED ☐ ISSUED ☐

CIA-RDP33-02415A000100170004-7 ~~SECRET~~ (When filled in)

AIR FORCE - HQ 5AF, MARCH 7089

# LETTERS

~~TOP SECRET~~

# EYES ONLY



SECRET (When filled in)

# RECAPITULATION OF ISSUES

25X1C4a

LINE ITEMS (OVERALL PERCENTAGE)

FLYAWAY KIT

SECTION

UNIT

10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200

PERIOD

9 - 14 April 98%

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~~TOP SECRET~~

~~EYES ONLY~~

ISSUED ☐

REQUESTED ☐

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~~SECRET~~

ANNEX IV

ADJECTIVE RATING OF USOM

TAB "A"	BRIEFINGS
TAB "B"	DEBRIEFINGS
TAB "C"	CRITIQUES
TAB "D"	MAINTENANCE & SUPPLY SUPPORT

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TAB "A"

BRIEFINGS

Mission Briefings at the beginning of the USCM were rated as marginal. This was the first opportunity that the planning staff of the Detachment had had to organize briefings for simulated combat type missions. Discrepancies and oversights in their early briefings were pointed out. As the USCM progressed the quality of briefings greatly improved and became very thorough and professional. The Intelligence portion of the briefings was especially commendable, simulated profiles were portrayed during each briefing and realistic presentation of simulated enemy order of battle, EW and GCI capabilities lent realism to the USCM.

Effectiveness of the General Briefings was hampered by the lack of current weather information. This information would not arrive from the Weather Central in Washington, D. C. in time for general briefing. This discrepancy was not charged to Detachment "A" but is a discrepancy that should be corrected in future operations. The overall rating for Briefings by the Detachment "A" staff is Effective.

Detailed briefing check lists for each sortie are included as inclosures to this annex.

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TAB "C"

CRITIQUES

Critiques were rated as effective. They were very thorough and comprehensive and all sections were well informed as to just what had occurred on each sortie. Detailed critique check lists are included as inclosures to this annex.

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CONSOLIDATED

CRITIQUE CHECK LIST

EYES ONLY  
B 53285

25X1C4a HQ MISSION # 1005, 1006, 1007, 1008  
(346) (347) (348) (349)

DATE CRITIQUE 10 April 1956

MISSION # 1005, 1006, 1007, 1008

25X1A9a

DATE MISSION 9 April 1956

CRITI

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	<input checked="" type="checkbox"/>		
2. Intelligence Officer			
(a) Review of information obtained through crew interrogation	<input checked="" type="checkbox"/>		
(b) Analysis of Photography obtained	<input checked="" type="checkbox"/>		
3. Electronic Specialist: Analysis of results obtained			<input checked="" type="checkbox"/> (1)
4. Critiquing Officer: General discussion of overall mission as flown	<input checked="" type="checkbox"/>		
5. Staff Observer's:			
(a) Route flown compared to briefed route	<input checked="" type="checkbox"/>		
(b) DR Legs - Average error	<input checked="" type="checkbox"/>		
(c) Celestial Observations - Average error	<input checked="" type="checkbox"/>		
(d) Flight Lines - percent of flight line deviation	<input checked="" type="checkbox"/>		
(e) Cruise Control results	<input checked="" type="checkbox"/>		
6. Photo Interpreter:			
(a) Results of Aerial Photography obtained	<input checked="" type="checkbox"/>		
(b) Percentage of assigned targets on which acceptable photography was obtained	<input checked="" type="checkbox"/>		
(c) Reasons for failure to obtain acceptable photography	<input checked="" type="checkbox"/>		
7. Chief of Maintenance:	<input checked="" type="checkbox"/>		
(a) Aircraft malfunctions affecting mission	<input checked="" type="checkbox"/>		
(b) Corrective action taken	<input checked="" type="checkbox"/>		
8. Physiological Officer	<input checked="" type="checkbox"/>		
(a) Personal Equipment malfunctions affecting mission	<input checked="" type="checkbox"/>		
(b) Corrective action taken	<input checked="" type="checkbox"/>		
(c) Physiological factors influencing mission	<input checked="" type="checkbox"/>		

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EYES ONLY

OVER  
~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE																
9. Pilot Comments	<b>X</b>																		
10. Commander's Comments	<b>X</b>																		
<p>* Personnel to be present:</p> <table border="0"> <tbody> <tr> <td>(a) Commander</td> <td><b>X</b></td> <td>(e) Chief of Maintenance</td> <td><b>X</b></td> </tr> <tr> <td>(b) Pilot</td> <td><b>X</b></td> <td>(f) Intelligence Officer</td> <td><b>X</b></td> </tr> <tr> <td>(c) Flight Planning Team</td> <td><b>X</b></td> <td>(g) Physiological Officer</td> <td><b>X</b></td> </tr> <tr> <td>(d) Photo Interpreter</td> <td><b>X</b></td> <td>(h) Electronic Specialists</td> <td><b>Absent</b></td> </tr> </tbody> </table> <p>Explain all marginal or non-effective items:</p> <p><b>(1) Electronic specialist absent - no critique.</b></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p> <p></p>				(a) Commander	<b>X</b>	(e) Chief of Maintenance	<b>X</b>	(b) Pilot	<b>X</b>	(f) Intelligence Officer	<b>X</b>	(c) Flight Planning Team	<b>X</b>	(g) Physiological Officer	<b>X</b>	(d) Photo Interpreter	<b>X</b>	(h) Electronic Specialists	<b>Absent</b>
(a) Commander	<b>X</b>	(e) Chief of Maintenance	<b>X</b>																
(b) Pilot	<b>X</b>	(f) Intelligence Officer	<b>X</b>																
(c) Flight Planning Team	<b>X</b>	(g) Physiological Officer	<b>X</b>																
(d) Photo Interpreter	<b>X</b>	(h) Electronic Specialists	<b>Absent</b>																
	EFFECTIVE	MARGINAL	NON-EFFECTIVE																
OVERALL RATING:	<b>X</b>																		

\_\_\_\_\_  
RATING OFFICER

~~TOP SECRET~~

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CRITIQUE CHECK LIST

EYES ONLY

HQ MISSION # 1009 (348) 1010 (348)

DATE CRITIQUE 11 April 1956

5X1C4a

MISSION # 1009, 1010

25X1A9a

DATE MISSION 10 April 1956

CRITIC

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) IR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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EYES ONLY

OVER  
~~TOP SECRET~~



ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	<b>X</b>		
10. Commander's Comments	<b>X</b>		
* Personnel to be present:			
(a) Commander	<b>X</b>	(e) Chief of Maintenance	<b>X</b>
(b) Pilot	<b>X</b>	(f) Intelligence Officer	<b>X</b>
(c) Flight Planning Team	<b>X</b>	(g) Physiological Officer	<b>X</b>
(d) Photo Interpreter	<b>X</b>	(h) Electronic Specialists (late)	<b>X</b>
Explain all marginal or non-effective items:			
<b>Very good critique.</b>			
	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	<b>X</b>		

\_\_\_\_\_  
RATING OFFICER

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~~EYES ONLY~~

MISSION # 1011 (349) 1012 (346) 1013 (348)

DATE CRITIQUE 18 April 1956

MISSION # 1011, 1012, 1013

25X1A9a

FILE

DATE MISSION 11 April 1956

CRIT

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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~~EYES ONLY~~

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OVER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE																
Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7																			
9. Pilot Comments	X																		
10. Commander's Comments	X																		
<p>* Personnel to be present:</p> <table border="0"> <tbody> <tr> <td>(a) Commander</td> <td>X</td> <td>(e) Chief of Maintenance</td> <td>X</td> </tr> <tr> <td>(b) Pilot</td> <td>X</td> <td>(f) Intelligence Officer</td> <td>X</td> </tr> <tr> <td>(c) Flight Planning Team</td> <td>X</td> <td>(g) Physiological Officer</td> <td>X</td> </tr> <tr> <td>(d) Photo Interpreter</td> <td>X</td> <td>(h) Electronic Specialists</td> <td>X</td> </tr> </tbody> </table> <p>Explain all marginal or non-effective items:</p> <p><b>Excellent Critique.</b></p>				(a) Commander	X	(e) Chief of Maintenance	X	(b) Pilot	X	(f) Intelligence Officer	X	(c) Flight Planning Team	X	(g) Physiological Officer	X	(d) Photo Interpreter	X	(h) Electronic Specialists	X
(a) Commander	X	(e) Chief of Maintenance	X																
(b) Pilot	X	(f) Intelligence Officer	X																
(c) Flight Planning Team	X	(g) Physiological Officer	X																
(d) Photo Interpreter	X	(h) Electronic Specialists	X																
	EFFECTIVE	MARGINAL	NON-EFFECTIVE																
OVERALL RATING:	X																		

RATING OFFICER





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EYES ONLY

CRITIQUE CHECK LIST

HQ MISSION # 1009 (348) 1010 (348)

DATE CRITIQUE 11 April 1956

25X1C4 MISSION # 1009, 1010

25X1A9a PI

DATE MISSION 10 April 1956

CRITIQUE

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1.* Critique Roll Call, On time & Security	X		
2. Intelligence Officer	X		
(a) Review of information obtained through crew interrogation	X		
(b) Analysis of Photography obtained	X		
3. Electronic Specialist: Analysis of results obtained	X		
4. Critiquing Officer: General discussion of overall mission as flown	X		
5. Staff Observer's:	X		
(a) Route flown compared to briefed route	X		
(b) DR Legs - Average error	X		
(c) Celestial Observations - Average error	X		
(d) Flight Lines - percent of flight line deviation	X		
(e) Cruise Control results	X		
6. Photo Interpreter:	X		
(a) Results of Aerial Photography obtained	X		
(b) Percentage of assigned targets on which acceptable photography was obtained	X		
(c) Reasons for failure to obtain acceptable photography	X		
7. Chief of Maintenance:	X		
(a) Aircraft malfunctions affecting mission	X		
(b) Corrective action taken	X		
8. Physiological Officer	X		
(a) Personal Equipment malfunctions affecting mission	X		
(b) Corrective action taken	X		
(c) Physiological factors influencing mission	X		

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Pilot Comments	<b>X</b>		
10. Commander's Comments	<b>X</b>		
* Personnel to be present:			
(a) Commander <b>X</b>	(e) Chief of Maintenance <b>X</b>		
(b) Pilot <b>X</b>	(f) Intelligence Officer <b>X</b>		
(c) Flight Planning Team <b>X</b>	(g) Physiological Officer <b>X</b>		
(d) Photo Interpreter <b>X</b>	(h) Electronic Specialists (Late) <b>X</b>		
Explain all marginal or non-effective items:			
<b>Very good critique.</b>			
OVERALL RATING:	<b>X</b>		

\_\_\_\_\_  
RATING OFFICER

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EYES ONLY

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TAB "D"

MAINTENANCE AND SUPPLY SUPPORT

The maintenance and supply support is rated overall effective. As may be noted by the inclosed daily reports some areas were marginal in the initial phases. These marginal areas were quickly corrected and brought up to an effective operation as the USCM progressed.

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DATE: 0001 - 2400, 9 April 1956

B 53285

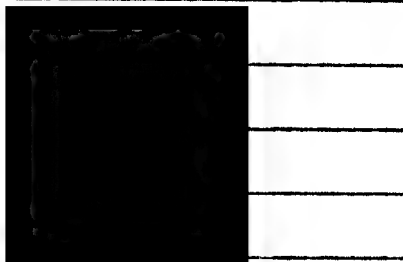
ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization		X	
(b) Planning & Coordination between Operations & Maintenance		X	
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issues	X		
(b) Number of total items requested versus issue	X		

Explain all marginal or non-effective items:

See attached remarks. This report on the first days Material areas is made in considerable detail to acquaint the Commander. Subsequent report will not be in this detail.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:		X	

25X1A9a



B 53285

DATE: 0001 - 2400, 10 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization		X	
(b) Planning & Coordination between Operations & Maintenance		X	
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items Requested versus issues	X		
(b) Number of total items requested versus issues	X		
Explain all marginal or non-effective items: Marginal ratings are explained on the attached sheets.			
OVERALL RATING:			
		X	

REMARKS

1. Maintenance - Engineering.

a. Maintenance Organization.

(1) Aircraft records. Maintenance of aircraft records is marginal. This rating is given because of improper and inadequate maintenance of DD Form 781-2. Inspections on airframes and engines are not aligned, proper entries indicating complete corrective action are not made in all cases, daily 781-2's are not completed and turned in promptly, and significant discrepancies found during pre-flight inspections are not recorded or corrective action shown. The attitude of crew-chiefs in regard to maintenance of DD Form 781 is good. Additional instruction is needed in this area. Other records are effective, modification records have been brought up to date and all engineering changes have been complied with.

(2) Supervision and control of personnel.

25X1A5a1 (a) Supervision and control of [ ] personnel is effective. Much improvement has been shown in this area. A personnel locator board, showing crew and all personnel assignments is in use. Daily roll calls are held and personnel accounted for. Work assignments are made by the maintenance supervisor.

25X1A5a1 (b) Supervision and control of [ ] personnel is rated as marginal. This rating is given in that it is difficult to locate key personnel, to determine when work requirements will be accomplished on aircraft.

25X1D0a (c) Communications. For today's operation this area is considered marginal. Just prior to takeoff on A/C 346 the [ ] went out. A communications man was available, however the communications building with a spare [ ] was locked. [ ] personnel 25X1A5a1 another spare from the FAK and made the change within 10 minutes, allowing the aircraft to get off on time.

25X1A5a1 (3) Coordination and planning of maintenance sub-sections is marginal. While all aircraft got off on scheduled time, considerable room for improvement exists in this area. Aircraft status reporting has improved, but is still very slow and somewhat inaccurate. The aircraft status board, showing in or out is not kept current. AF 110 status, over 24 hour period is not kept current during the day. The [ ] maintenance supervisor distributes flying schedules and coordinates work accomplish-

25X1A5a1

ment with maintenance sub-sections. There appears to be considerable delay in work accomplishment and reporting by [REDACTED] personnel.

b. Planning and coordination between operations and maintenance in preparing for the mission is rated as marginal. As may be noted from Inclosure #1, sortie requirements for 9 April were received 3 April at 1835. The published flying schedule was picked up by the maintenance supervisor at 0445 and disseminated by 0450, 9 April. Aircraft would not have been prepared in time to meet sortie requirements if the maintenance supervisor had not obtained verbal information and estimated for various sortie requirements. Information received at such late times would make continuous operation questionable and with little or no room for error or maintenance difficulties.

c. Number of aircraft required each day versus number provided is rated effective. Four (4) aircraft were required, four (4) furnished and four (4) in-commission. There were no ground aborts. Of the four (4) airborne one (1) (349) was considered an air abort due to complete failure of reconnaissance equipment. Two (2) others (346 & 347) were partial effective due to failure of cameras. Inclosure #2 is a chart which provides a visual presentation of aircraft status and aborts, together with a detailed listing of discrepancies and corrective action taken for each aircraft.

d. Capability to turn aircraft around after a mission or abort is rated as effective. As may be noted from Inclosure #3, airframe and engine discrepancies were minor on all aircraft. Aircraft Nos 346 and 343 were left in commission in that all discrepancies were corrected during the pre-flight period in a very short time after landing. Aircraft Nos 347 and 349 were called out of commission upon landing for repair of special equipment. These two latter aircraft were still out of commission at 2400. It should be noted that the daily AF Form 110 showed 100% in commission. This was true for the airframe and engine but not the for special equipment installed. Since this equipment was out and being worked on, the aircraft could not execute their mission and this condition should have been so reflected on the AF 110.

e. The general condition of ground support equipment is rated effective. As may be noted from Inclosure #4, "Daily Status of Support Equipment" all ground powered equipment was in 100% of the time, except for one MA-2 for one hour. Three MEC's were completely built-up on three engines except for two minor parts. These two parts could be obtained from any repairable power pack upon removal, and would cause no delay in engine change. These parts are on order. The overall rating because of the maintenance organization is marginal. This rating is given because of the several marginal conditions stated above. It is the opinion of the undersigned that with concentrated effort to improve the marginal areas indicated, it would not be too difficult to bring the maintenance operation up to an effective rating.

~~TOP SECRET~~

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2. Supply Support

- a. Flyaway Kit Line Items Requested - 19  
Flyaway Kit Line Items Supplied - 19
- b. Flyaway Kit Individual Items Requested - 38  
Flyaway Kit Individual Items Supplied - 38

5 Incls:

- 1. Planning and Coordination  
Between Operations and  
Maintenance
- 2. Nr of A/C and/or Aborts
- 3. Daily Status of Supp Equip
- 4. Recapitulation of Issues  
(Line Items)
- 5. Recapitulation of Issues  
(Individual Items)

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Planning and Coordination Board on Oper. Plans and Maint. Control

Date 8 - 9 Apr 56

Sortie Requirement Rec'd on Station		Sortie Requirement Furn to Main		Maint Branches Notified and Time Ready						Time Aircraft Made Ready	
Date	Time	Date	Time	Genl Time Not Ready	Genl Time Not Ready	Special Equip Time Not Ready	Special Equip Time Not Ready	Communications Time Not Ready	Communications Time Not Ready		
8 Apr	1835	9 Apr	0445	9 Apr	0450	9 Apr	0450	9 Apr	0450	9 Apr	0600
<p>1. The above dates and times represent the times at which the published flying schedule was received and disseminated. Advance verbal information was obtained, and estimates of take off times made so as to prepare aircraft for take-off. This verbal information is as follows:</p> <p>a. Special equipment people notified of camera configurations @ 1920, 8 April on 346 &amp; 347. They were notified of camera configurations @ 2045, 8 April on 348 and 349.</p> <p>b. Notifications of take-off time of 0648, 9 Apr received from operations at 1920, 8 April.</p> <p>2. Take-off times duration, and fuel loads obtained on 347, 348 &amp; 349 at 0445. This formal information was posted on maintenance scheduling board and disseminated to maintenance sub-sections.</p>											

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25X1D0e

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SECRET (When filled in)

25X1C4a

# RECAPITULATION OF ISSUES

LINE ITEMS

YIYAWAY KIT

SECTION

PERIOD

9 April 56 100%

UNIT

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

REQUESTED ☐ ISSUED ☐

B53285

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EYES ONLY

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EYES ONLY

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AIR FORCE - HQ 15AF, MARCH 7089



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# RECAPITULATION OF ISSUES

25X1C4a

INDIVIDUAL ITEMS

FINANCIAL KIT

SECTION 20

PERIOD

9 April 56 100%

UNIT

Sanitized

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REMARKS

1. Maintenance - Engineering

a. Maintenance Organization.

25X1A5a1 (1) Aircraft records. Maintenance of aircraft records is marginal. Considerable improvement has been made since the first report in making required entries and showing corrective action taken. Work accomplished by [REDACTED] personnel is recorded on DD 781-2 by the crew chief or not at all.

25X1A5a1 (2) Supervision and control of personnel.

(a) [REDACTED] - effective.

25X1A5a1 (b) [REDACTED] - is raised to effective. It appears that [REDACTED] personnel are being directed and controlled in their work assignments. Some of the assigned personnel, while experienced in their field, have not worked on aircraft before this assignment. Increased experience should reduce there deficiencies.

(c) Communications - effective.

25X1A5a1 (3) Coordination and planning by [REDACTED] and Communications personnel is effective. Maintenance of aircraft status is improving except for [REDACTED] personnel make no reports of work accomplishments to the maintenance supervisor. Reports, if any, are made to the crew chief when available. [REDACTED] coordination and planning is rated as non-effective, so far as keeping the maintenance supervisor informed is concerned. Because of this non-effective condition the overall rating for maintenance organization is considered marginal.

25X1A5a1 b. Planning and coordination between operations and maintenance in preparing for the mission is rated as marginal. (Incl #1) Much useful information and coordination is obtained at the daily scheduling meeting. Verbal information continued to be disseminated during the evening. However, the published schedules did not reach the maintenance supervisor until 0400 or [REDACTED] and communications until 1600.

c. Number of aircraft required versus number provided is rated effective. The AF 110 in-commission rate for the 24 hour period was 75%. (Incl #2)

d. Capability to turn aircraft around after a mission or abort is rated effective. (Incl #2)

e. The general condition of ground support equipment is rated effective. (Incl #3)

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**2. Supply Support:**

- a. Flyaway Kit Line Items Requested - 16  
Flyaway Kit Line Items Supplied - 15
- b. Flyaway Kit Individual Items Requested - 60  
Flyaway Kit Individual Items Issued - 59

**5 Incls:**

- 1. Planning & Coordination Between Operations and Maintenance
- 2. Nr of A/C and/or Aborts
- 3. Daily Status of Supp Equip
- 4. Recapitulation of Issues (Line Items)
- 5. Recapitulation of Issues (Individual Items)

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9-10 Apr 56

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Date		Time		Location		Remarks	
Apr	2030	10 Apr	0400	0400	0230	1615	0200

25X1D0g

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# RECAPITULATION OF ISSUES

25X1C4a

LINE ITEMS

PERIOD

PERIOD

10 April 56 935

SECTION

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

UNIT

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# RECAPITULATION OF ISSUES

25X1C4a

INDIVIDUAL NAME

FLIGHT NO

SECTION

PERIOD

10 April 56 98%

UNIT

100

95

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AIR FORCE - HQ USAF, MARCH 7089

MATERIEL CHECK LIST  
 DATE: 0001 - 2400, 11 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering	X		
(a) Maintenance Organisation	X		
(b) Planning & Coordination Between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line item requested versus issues	X		
(b) Number of total item requested versus issue	X		
Explain all marginal or non-effective items:			
a. Maintenance Organisation is rated effective. While there has been much improvement in aircraft records maintenance, continued emphasis in this area, especially by [REDACTED] personnel is still required.			
b. [REDACTED] coordination and planning is improving and is rated as marginal.			
c. Definite corrective action has been taken in planning and co-ordination between operations and maintenance and is rated effective.			
	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

25X1A5a1

25X1A5a1



MATERIAL CHECK LIST (CONT)

- d. The AF 110 in-commission rate for 0001 - 2400, 11 April was 64.58%
- e. Supply Support.
  - (1) Flyaway Kit Line Items Requested - 18  
Flyaway Kit Line Items Supplied - 18
  - (2) Flyaway Kit Individual Items Requested - 218  
Flyaway Kit Individual Items Issued - 218

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11 April 1956

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25X1D0g

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# RECAPITULATION OF ISSUES

25X1C4a

LINE ITEMS

FLYAWAY KIT

SECTION

PERIOD

11 April 56 100%

UNIT

5 10 15 20 25 30 35 40 45 50 55 60 65 70 75 80 85 90 95 100

18

REQUESTED ☐

ISSUED ☐

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SECRET (When filled in)

25X1C4a

# RECAPITULATION OF ISSUES

INDIVIDUAL ITEMS

FLYWAY KIT

SECTION

PERIOD

11 April 56 100%

UNIT

15 30 45 60 75 90 105 120 135 150 165 180 195 210 225 240 255 270 285 300

ISSUED

REQUESTED

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MATERIEL CHECK LIST

DATE: 0001 - 2400, 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issues	X		
(b) Number of total item requested versus issue	X		
Explain all marginal or non-effective items:			
a. Maintenance of aircraft records continues to improve. However, emphasis needs to be placed on obtaining complete and concise remarks from pilots in DD Forms 731-2 to insure that complete and thorough maintenance is performed.			
b. Coordination and planning between [REDACTED] and the Maintenance supervisor continues to improve.			
OVERALL RATING:	X		

25X1A5a1

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MATERIAL CHECK LIST (CONT'D)

c. In-commission rate, reported on AF Form 110 was 75%.

d. Supply Support:

(1) Flyaway Kit Line Items Requested - 6  
Flyaway Kit Line Items Issued - 6

(2) Flyaway Kit Individual Items Requested - 9  
Flyaway Kit Individual Items Issued - 9

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12 April 1956

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25X1D0g

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# RECAPITULATION OF ISSUES

25X1C4a

LINE ITEMS

FIXA MAY KIT

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25X1C4a

## RECAPITULATION OF ISSUES

### INDIVIDUAL ITEMS

## FLYAWAY KIT

## SECTION

PERIOD

12 April 56 100%

UNIT

## SECTION 2

**Country**

9

**ISSUED**

**REQUESTED**

**SECRET** (When filled in)

AIR FORCE - HQ 15AF, MARCH 7089

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MATERIEL CHECK LIST

DATE: 0001 - 2400, 14 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Maintenance - Engineering			
(a) Maintenance Organization	X		
(b) Planning & Coordination between Operations & Maintenance	X		
(c) Aircraft required versus number provided	X		
(d) Aircraft Turn-around Capability	X		
(e) General Condition of Ground Handling Equipment	X		
2. Supply Support			
(a) Number of line items requested versus issues	X		
(b) Number of total items requested versus issues	X		
Explain all marginal or non-effective items:			
a. Maintenance of aircraft records continues to improve. However, additional instruction on forms maintenance should be provided by supervisory personnel.			
b. The AF Form 110 incommission rate for 13 and 14 April was 50 percent.			
c. Supply Support.			
(1) Flyaway Kit Line Items Requested - 0	See Attachment #4		
(1) Flyaway Kit Line Items Supplied - 0	See Attachment #4		
(2) Flyaway Kit Individual Items Requested - 0	See Attachment #5		
Flyaway Kit Individual Items Issued - 0	See Attachment #5		
	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL	X		

25X1A9a

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14 APR 56

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THE POLITICAL AND ECONOMIC SITUATION IN THE

THE UNIVERSITY OF CHICAGO

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10. *Journal of the American Medical Association*, 2000; 284: 1039-1044.

1997

**Tip**

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25X1C4a

UNITED STATES OF AMERICA

# THE HORN

# CONVULSIONS

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REQUESTED

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APR 11 1968

**NOT**

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25X1C4a

REGISTRATION OF 1950

**PERSONAL LETTER**

# FLYWAY

ISSUED

**REQUESTED**

the request for James was on 14 April 1961

DOIR

2001  
AP  
9561-1784-815

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CONSOLIDATED

MISSION BRIEFING CHECK LIST

NO. MISSION # 1005 & 1006

25X1A9a

MISSION # 1005 & 1006

DATE MISSION 9 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission		X (1)	
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigator Briefing:			
(a) DR Legs		X (2)	
(b) Celestial Shots			
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing			X (3)
10. Weather: Route, Alternates & Destination, etc.			X (4)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases		X (5)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing			

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OVER ---

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14. Briefing Duration		X (6)	
15.			
16.			
17.			

\* Following listed personnel must be present:

- |                                  |   |
|----------------------------------|---|
| (a) Participating Pilot          | X |
| (b) Flight Planning Team         | X |
| (c) Weather Officer              | X |
| (d) Photo Section Representative | X |
| (e) Intelligence Officer         | X |

\* Explain all Marginal and/or Non-effective Items:

1. Purpose was mainly to test Unit & Staff as well as items mentioned.

2. Explanation of how to terminate Navigation Legs inaccurate.

Film supply not definitely stated.--No mention of what to do in event of

malfunction. -- Photo Briefer should cover all items and be qualified to answer technical questions.

4. No weather briefing due to communications failure.

5. No reference made to required call to [REDACTED] or to return routes and altitudes.

6. Briefing too long and interfered with next one.

EFFECTIVE MARGINAL NON-EFFECTIVE

OVERALL RATING:

X

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MISSION BRIEFING CHECK LIST

HQ. MISSION # 1007

25X1A9a

PILOT

BRIEF

285

25X1C4a MISSION # 1007

DATE MISSION 9 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time			X (1)
2. Roll Call & Security Classification	X		
3. Purpose of Mission		X (2)	
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs	X		
(b) Celestial Shots		X (3)	
(c) Use Radio Compass		X (4)	
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing			X (5)
10. Weather: Route, Alternates & Destination, etc.			X (6)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases		X (7)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing			

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EYES ONLY

OVER ---

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

(a) Participating Pilot	X
(b) Flight Planning Team	X
(c) Weather Officer	X
(d) Photo Section Representative	X
(e) Intelligence Officer	X

\* Explain all Marginal and/or Non-effective Items:

1. Started late due to first briefing running long.
2. No mention of testing overall Unit and Staff.
3. Incomplete information on how to record celestial information.
4. Did not mention that radio compass could be used except on navigation legs.
5. Film supply not definitely stated.--No mention of what to do in event of malfunction. -- Photo briefer should cover all items and be qualified to answer technical questions.
6. No weather briefing. -- Communications failure.
7. No reference made to required call to [REDACTED] or return routes and altitudes.

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
--	-----------	----------	---------------

OVERALL RATING:

X

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~~EYES ONLY~~

MISSION BRIEFING CHECK LIST

25X1A9a

NO. MISSION # 1008

25X1C4a

MISSION # 1008

DATE MISSION 9 April

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission		X (1)	
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) OR Legs	X		
(b) Celestial Shots			
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing			X (2)
10. Weather: Route, Alternates & Destination, etc.			X (3)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases		X (4)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~

~~TOP SECRET~~

ITEM	DEFENSIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique		X	
(e) Flying Safety		X	
(f) Questions			
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

\* Explain all Marginal and/or Non-effective Items:

(1) Same as earlier briefings.

(2) Same as earlier briefings.

(3) Same as earlier briefings.

(4) Same as earlier briefings.

OVERALL RATING: **I**

EFFECTIVE MARGINAL NON-EFFECTIVE

~~TOP SECRET~~

EYES ONLY

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CONSOLIDATED

MISSION BRIEFING CHECK LIST 25X1A9a

HQ. MISSION # 1009

PILOT

25X1C4a

MISSION # 1009

BRIEF

DATE MISSION 10 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.			X
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing			

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EYES ONLY

~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

\* Following listed personnel must be presents:

(a) Participating Pilot	X
(b) Flight Planning Team	X
(c) Weather Officer	X
(d) Photo Section Representative	X
(e) Intelligence Officer	X

\* Explain all Marginal and/or Non-effective Items:

(1) Weather rated non-effected due to weather not arriving from Washington Weather Central till 10 minutes prior to briefing time. However a complete weather briefing was given using [REDACTED] weather. Unit not downgraded due this item, however, system must be corrected.	
OVERALL RATING:	X

EFFECTIVE MARGINAL NON-EFFECTIVE



~~TOP SECRET~~

Sanitized - Approved For Release CIA-RDP33-02415A000100170004  
MISSION BRIEFING CHECK LIST  
EYES ONLY  
25X1A9a  
3285

NO. MISSION # 1010

MISSION # 1010

DATE MISSION 10 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:			
(a) DR Legs	X		
(b) Celestial Shots	N/A		
(c) Use Radio Compass			X
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.			X
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:			
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:			
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing			

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EYES ONLY  
TOP SECRET

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (a) Crit: y	X		
(e) Flying Safety	X		
(f) Que tions	X		
14.			
15.			
16.			
17.			

\* Following list: personnel must be present:

- |                                  |   |
|----------------------------------|---|
| (a) Participat ng Pilot          | X |
| (b) Flight Planning Team         | X |
| (c) Weather Officer              | X |
| (d) Photo Section Representative | X |
| (e) Intelligence Officer         | X |

\* Explain all Marginal and/or Non-effective Items:

(1) Use radio compass non-effective in that its use was not mentioned in any way for [REDACTED]

(2) Weather rated non-effective due to weather not arriving from Washington Weather Central till 10 minutes prior to briefing time. However a complete weather briefing was given using [REDACTED] Weather. Unit not downgraded due this item however, system must be corrected.

EFFECTIVE MARGINAL NON-EFFECTIVE

OVERALL RATING:

~~TOP SECRET~~

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MISSION BRIEFING CHECK LIST

~~EYES ONLY~~

25X1A9a

HQ. MISSION # 1011 (349) 1012 (346)

PILOT



BRIEF

25X1C4a

MISSION # 1011, 1012

DATE MISSION 11 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/O Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	N/A		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	*X		X (1)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts		X (2)	
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~

~~TOP SECRET~~

ITEM	EFFECTIVE	NATIONAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- |                                  |   |
|----------------------------------|---|
| (a) Participating Pilot          | X |
| (b) Flight Planning Team         | X |
| (c) Weather Officer              | X |
| (d) Photo Section Representative | X |
| (e) Intelligence Officer         | X |

\* Explain all Marginal and/or Non-effective Items:

\* (1) Weather briefing comprehensive but latest information not available. Weather information not received from Weather Central in time for briefing. This is included to reflect a deficiency in coordination and Detachment "A" will not be downgraded on this item.

(2) Ground abort instructions vague, not mentioned if spare aircraft available.

EFFECTIVE	MARGINAL	NON-EFFECTIVE
1	2	3
4	5	6
7	8	9
10	11	12
13	14	15
16	17	18
19	20	21
22	23	24
25	26	27
28	29	30
31	32	33
34	35	36
37	38	39
40	41	42
43	44	45
46	47	48
49	50	51
52	53	54
55	56	57
58	59	60
61	62	63
64	65	66
67	68	69
70	71	72
73	74	75
76	77	78
79	80	81
82	83	84
85	86	87
88	89	90
91	92	93
94	95	96
97	98	99
100	101	102
103	104	105
106	107	108
109	110	111
112	113	114
115	116	117
118	119	120
121	122	123
124	125	126
127	128	129
130	131	132
133	134	135
136	137	138
139	140	141
142	143	144
145	146	147
148	149	150
151	152	153
154	155	156
157	158	159
160	161	162
163	164	165
166	167	168
169	170	171
172	173	174
175	176	177
178	179	180
181	182	183
184	185	186
187	188	189
190	191	192
193	194	195
196	197	198
199	200	201
202	203	204
205	206	207
208	209	210
211	212	213
214	215	216
217	218	219
220	221	222
223	224	225
226	227	228
229	230	231
232	233	234
235	236	237
238	239	240
241	242	243
244	245	246
247	248	249
250	251	252
253	254	255
256	257	258
259	260	261
262	263	264
265	266	267
268	269	270
271	272	273
274	275	276
277	278	279
280	281	282
283	284	285
286	287	288
289	290	291
292	293	294
295	296	297
298	299	300
301	302	303
304	305	306
307	308	309
310	311	312
313	314	315
316	317	318
319	320	321
322	323	324
325	326	327
328	329	330
331	332	333
334	335	336
337	338	339
340	341	342
343	344	345
346	347	348
349	350	351
352	353	354
355	356	357
358	359	360
361	362	363
364	365	366
36		

**OVERALL RATING:**

X

~~TOP SECRET~~

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MISSION BRIEFING CHECK LIST

25X1A9a

HQ. MISSION # 1013 (348)

PILOT

25X1C4a

MISSION # 1013

BRIEFING

DATE MISSION 11 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	X		X (1)
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases		X (2)	
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messaging	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

Sanitized - Approved For Release : CIA-RDP33-02415A000100170041

~~EYES ONLY~~

OVER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- |                                  |   |
|----------------------------------|---|
| (a) Participating Pilot          | X |
| (b) Flight Planning Team         | X |
| (c) Weather Officer              | X |
| (d) Photo Section Representative | X |
| (e) Intelligence Officer         | X |

\* Explain all Marginal and/or Non-effective Items:

\* (1) Weather briefing comprehensive but latest information not available.  
Weather information not received from weather central in time for briefing. This is included to reflect a deficiency in coordination and Detachment "A" will not be downgraded on this item.

(2) Briefing Officer did not have alternate airfields firmly in mind and was hesitant in his presentation of available fields.

OVERALL RATING: EFFECTIVE MARGINAL NON-EFFECTIVE

I

~~TOP SECRET~~

~~EYES ONLY~~

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MISSION BRIEFING CHECK LIST

25X1A9a

NO. MISSION # 1014 (349)

PILOT

25X1C4a

MISSION # 1014

BRIEFING

DATE MISSION 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	X		
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messaging	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~

~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions			
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

\* Explain all Marginal and/or Non-effective Items:




~~TOP SECRET~~

CONSOLIDATED

~~EYES ONLY~~

Sanitized - Approved For Release : CIA-RDP33-02415A0001000170004-7

HQ. MISSION # 1015 (348)

PILOT

25X1A9a

BRIEFING

25X1C4a

MISSION # 1015

DATE MISSION 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather: Route, Alternates & Destination, etc.	X		* Note
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Ctl etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~

~~TOP SECRET~~

OVER

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

\* Explain all Marginal and/or Non-effective Items:

*NOTE: Weather Central forecast did not arrive in time for briefing.		
Excellent Briefing.		
		EFFECTIVE MARGINAL NON-EFFECTIVE
OVERALL RATING:		X

~~TOP SECRET~~

~~EYES ONLY~~

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MISSION BRIEFING CHECK LIST

25X1A9a

HQ. MISSION # 1016 (348)

PILOT

25X1C4a

MISSION # 1016

BRIEF

DATE MISSION 13 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification		X (1)	
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X (2)		
(a) DR Legs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X (3)		
9. Photo Equipment Briefing		X (4)	
10. Weather: Route, Alternates & Destination, etc.	X (5)		
11. Communications, Channalization, reporting	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort Bases	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

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~~EYES ONLY~~

~~TOP SECRET~~

OVER

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique	X		
(e) Flying Safety	X		
(f) Questions	X		
14. Emergency return route & altitude	X		
15.			
16.			
17.			

\* Following listed personnel must be present:

- |                                  |      |
|----------------------------------|------|
| (a) Participating Pilot          | X    |
| (b) Flight Planning Team         | X    |
| (c) Weather Officer              | X    |
| (d) Photo Section Representative | Late |
| (e) Intelligence Officer         | X    |

\* Explain all Marginal and/or Non-effective Items:

(1) Photo representative 7 minutes late.			
(2) Excellent briefing by [REDACTED]			
(3) Excellent briefing by Intelligence.			
(4) Photo briefing somewhat hesitant and confusing. Should use briefing aid(s) which show size of film, coverage etc.			
(5) Excellent briefing by weather.			
(6) Some briefing personnel keep looking at map boards or places other than the audience.			
	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

~~TOP SECRET~~

~~EYES ONLY~~

Sanitized - Approved For Release CIA-RDP33-02415A000100170004-7

MISSION BRIEFING CHECK LIST

25X1A9a

NO. MISSION # 1017 (349)

25X1C4a

MISSION #

BRIEFING OFFICER

DATE MISSION 13 April 1956

ITEM	EFFECTIVE	ORIGINAL	INCORPORATED
1. Briefing Commence On Time	Mission cancelled prior to briefing due to weather.		
2. Roll Call & Security Classification			
3. Purpose of Mission			
4. Mission Time Schedules & A/C Assignment			
5. Route and Targets			
6. Navigation Briefing:			
(a) DR Legs			
(b) Celestial Shots			
(c) Use Radio Compass			
7. Specialized Target Briefing			
8. Intelligence Briefing			
9. Photo Equipment Briefing			
10. Weather: Route, Alternates & Destination, etc.			
11. Communications, Channelization, reporting			
12. Emergency Briefing:			
(a) Ground Aborts			
(b) Air Aborts (Return Routes) Abort Bases			
(c) Communications Failure			
(d) Aircraft Systems, Oil etc.			
13. Announcements:			
(a) Messing			
(b) Specialized Target Briefing			
(c) De-briefing			

Sanitized - Approved For Release CIA-RDP33-02415A000100170004-7

~~EYES ONLY~~

~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique			
(e) Flying Safety			
(f) Questions			
14.			
15.			
16.			
17.			
* Following listed personnel must be present:			
(a) Participating Pilot			
(b) Flight Planning Team			
(c) Weather Officer			
(d) Photo Section Representative			
(e) Intelligence Officer			
* Explain all Marginal and/or Non-effective Items:			
	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:			

~~TOP SECRET~~

CONSOLIDATED

~~EYES ONLY~~

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

HQ. MISSION # 1018 (348)

25X1A9a

25X1C4a MISSION # 1018

DATE MISSION 14 April 1956

ITEM	EFFECTIVE	MARGINAL	NON EFFECTIVE
1. Briefing Commence On Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/O Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing	X		
(a) DR Logs	X		
(b) Celestial Shots	X		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather, Route, Alternates & Deviation	X		
11. Communications, Channelization, etc. it ing etc.	X		
12. Emergency Briefing	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes) Abort plan	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements	X		
(a) Messing	X		
(b) Specialized Target Briefing	X		
(c) De-briefing	X		

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

~~EYES ONLY~~

~~TOP SECRET~~

ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. (d) Critique Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7			
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer **LATE**

\* Explain all Marginal and/or Non-effective Items:


	EFFECTIVE	MARGINAL	NON-EFFECTIVE
OVERALL RATING:	X		

SCORING OFFICER



~~TOP SECRET~~

UNCLASSIFIED

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

~~EYES ONLY~~

25X104a MISSION # 1019 (347)

MISSION #

DATE MISSION 14 April 1956

ITEM	PREPARED	MAINTAINED	MISSION EFFECTIVE
1. Briefing Commence on Time	X		
2. Roll Call & Security Classification	X		
3. Purpose of Mission	X		
4. Mission Time Schedules & A/C Assignment	X		
5. Route and Targets	X		
6. Navigation Briefing:	X		
(a) DR Legs	X		
(b) Celestial Shots	N/A		
(c) Use Radio Compass	X		
7. Specialized Target Briefing	X		
8. Intelligence Briefing	X		
9. Photo Equipment Briefing	X		
10. Weather, Route, Alternates & Destination	X		
11. Communications Channelization report, ing etc.	X		
12. Emergency Briefing:	X		
(a) Ground Aborts	X		
(b) Air Aborts (Return Routes)	X		
(c) Communications Failure	X		
(d) Aircraft Systems, Oil etc.	X		
13. Announcements:	X		
(a) Missing	N/A		
(b) Specialized Target Briefing	X		
(c) De-Briefing	X		

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~~EYES ONLY~~

~~TOP SECRET~~

ITEMS	EFFECTIVE	MARGINAL	NON-EFFECTIVE
13. Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7			
(e) Flying Safety	X		
(f) Questions	X		
14.			
15.			
16.			
17.			

\* Following listed personnel must be present:

- (a) Participating Pilot X
- (b) Flight Planning Team X
- (c) Weather Officer X
- (d) Photo Section Representative X
- (e) Intelligence Officer X

\* Explain all Marginal and/or Non-effective Items:

(1) Briefing Start 1 min early			
OVERALL RATING:		EFFECTIVE	MARGINAL
		X	

SCORING OFFICER

~~TOP SECRET~~

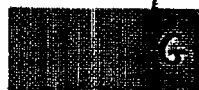
~~EYES ONLY~~

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TAB "G"

SUMMARY OF

LOST POINTS



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POINTS LOST SUMMARY

TAB "A" - Airborne On Time:

1. All aircraft were airborne on time with the exception of Sortie number 1009. A Hydraulic leak was discovered in the speed brake actuator at station time. This discrepancy was corrected and take off was 1 minute 28 seconds late.

TAB "B" - Percent Aircraft Effective:

1. On Sorties number 1005 and 1006, the 70MM tracking camera and 24" camera were inoperative. Points were assessed in accordance with ground rules specified in paragraph IV3, of Technical Pamphlet 170-1. (See Annex II).

2. On Sortie 1007 the 6" vertical camera was out and on Sortie 1008 all cameras were inoperative.

3. On Sortie 1011, the 70MM tracking camera and the Tri-Met became inoperative in the latter part of the mission.

4. On Sortie 1012 the 24" right oblique camera was inoperative.

5. Sortie 1014, had the 24" vertical camera fail.

TAB "C" - Percent Aircraft Completing Mission as Briefed:

1. Sortie number 1010 received no credit for completing mission as briefed the aircraft Air Aborted because of fuel pump failure.

2. Sortie number 1012 encountered engine trouble and landed at [REDACTED] This sortie was not awarded any points for flying mission as briefed.

3. Sorties number 1013 and 1014 experienced flame-outs and were assessed points in accordance with ground rules specified in paragraph IV 4, of the scoring pamphlet.

TAB "D" - Percent Accomplishments of USCM: (Requirements)

1. Sortie number 1006 lost points in this area, points were assessed for not completing a 360° turn at the termination of a navigation leg. This was required in order to score the leg.

2. Sortie number 1009 was assessed points for not obtaining the scheduled number of celestial observations. Ten (10) were required and nine (9) were obtained.

25X1A6a

3. Sortie number 1010 experienced fuel pump failure and did not receive any points in this scoring area.

4. Sortie 1012 landed at <sup>25X1A6a</sup> [REDACTED] and was awarded  $7\frac{1}{2}$  points (90%) for accomplishing USCM requirements.

TAB "E" - Crew Proficiency:

1. Navigation: The navigation on the USCM was excellent, the only major deviation from briefed course occurred when the pilot was distracted because of engine flame-out. The points lost in this scoring area were due to the pilot failing to comply with specified ground rules, (i.e.) a 360° turn was not accomplished at the termination of the designated leg. This was necessary in order to check the ETA at termination of the leg.

2. Photo Flight Line Flying: After reviewing the vertical film obtained on the designated flight lines, it was apparent that the overall ability of Detachment "A" pilots to fly flight lines ranged from good to excellent. The total score in this area suffered due to the complete camera failure on sortie number 1008.

TAB "F" - Combat Reporting:

1. Points were deducted in this area for reports not being submitted within the specified time. Combat Reports analysis sheets for each sortie scheduled are included as attachments to this annex.

TAB

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TAB "F"

COMBAT REPORTS

TOTAL POINTS POSSIBLE - 5.0

TOTAL POINTS GAINED - 4.0

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25X1A9a

USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 9 April 1956

OPERATIONS ORDER NO. A-1005

REPORTS (WHEN REQUIRED)	REQUIRED		DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
	YES	NO		ON TIME (5)	LATE 0-20'(4)	LATE 21-40'(3)	LATE 41-60'(2)	LATE 61-20'(1)	0		
1. INITIAL REPORT (Each Mission)	X		6 hours Prior T.O.	5						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour							0	0
3. DEPARTURE REPORT (Each Mission)	X		IMMEDIATELY After T.O.	5						5	5
4. ALERT REPORT (Each aborted mission)		X	Immediately after ldg or word that A/C is retg							0	0
5. LANDING REPORT (Each Mission)	X		Immediately after ldg			3				5	3
6. PROGRESS REPORT (Receipt of A/C posi- tion or change in Plan)	X	X	Immediately upon receipt of informa- tion								0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Imedly posi- tive info A/C lost or tot fuel time plus 1 hour							0	0
8. SORTIE REPORT (Each Mission)	X		2 hr after A/C lands		4					5	4
9. COMBATERS MISSION REPT (Each Mission)	X		45 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)	X		45 hrs after A/C lands							5	5
11. TAKE REPORT (Each Shot take Mat)	X		Imedly after shipment				2			5	2
12. TARGET REPORT (On req from Proj Bat)		X	2 hrs after 3" Trkg Film Dev.							0	0
13. MISSION WK REPORT (Each Mission incldg)	X		2 hrs after 3" Trkg Film Dev.							5	5
										TOTAL POSSIBLE	TOTAL POSSIBLE RECEIVED

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TOTAL  
POSSIBLE  
RECEIVED

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EYES ONLY



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USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 9 APRIL 1956

OPERATIONS ORDER NO. A-1006

REPORTS (WHEN REQUIRED)	REQUIRED		DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
	YES	NO		ON TIME (5)	LATE 0-20'(4)	LATE 21-40'(3)	LATE 41-60'(2)	LATE 61-20'(1)	0		
1. INITIAL REPORT (Each Mission)	X		6 hours Prior T.O.	5						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour							0	0
3. DEPARTURE REPORT (Each Mission)	X		IMMEDIATELY After T.O.	5						5	5
4. ABORT REPORT (Each aborted mission)		X	Immediately after ldg or word that A/C is notg							0	0
5. LANDING REPORT (Each Mission)	X		Immediately after ldg			3				5	3
6. PROMISE REPORT (Receipt of A/C assis- tion or change of Plan)	X	X	Immediately upon receipt of informa- tion							0	0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Immedly posi- tive info A/C lost or tot fuel time plus 1 hour					1		0	0
8. SORTIE REPORT (Each Mission)	X		2 hr after A/C lands							5	1
9. COMMANDER'S MISSION REPT (Each Mission)	X		48 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)	X		48 hrs after A/C lands							5	5
11. TACTIC REPORT (Each Combat Unit)	X		Immedly after shipment				2			5	2
12. TACTIC REPORT (On [REDACTED] Proj No.)		X	2 hrs after 3" Trkg Film Dev.							0	0
13. MISSION WK REPORT (Each Mission incldg)	X		2 hrs after 3" Trkg Film Dev.							5	5

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TOTAL  
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USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: [REDACTED]

OPERATIONS ORDER NO. [REDACTED]

REPORTS (WHEN REQUIRED)	REQUIRED YES NO	DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
			ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)		
1. INITIATIVE REPORT (Each Mission)	<input checked="" type="checkbox"/>	6 hours Prior T.O.	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)	<input checked="" type="checkbox"/>	Immediately if T.O. delayed 1 hour						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. DEPARTURE REPORT (Each Mission)	<input checked="" type="checkbox"/>	IMMEDIATELY After T.O.	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
4. ABORT REPORT (Each aborted mission)	<input checked="" type="checkbox"/>	Immediately after ldg or word that A/C is retg						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
5. LANDING REPORT (Each Mission)	<input checked="" type="checkbox"/>	Immediately after lag		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
6. PROGRESS REPORT (Receipt of A/C posi- tion or change in Plan)	<input checked="" type="checkbox"/>	Immediately upon receipt of informat- ion						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
7. LOST AIRCRAFT REPORT (When determined A/C lost overdue)	<input checked="" type="checkbox"/>	Imedly posi- tive info A/C lost or tot fuel time plus 1 hour						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8. SORTIE REPORT (Each Mission)	<input checked="" type="checkbox"/>	2 hr after A/C lands				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
9. COMMANDER'S MISSION REPT (Each Mission)	<input checked="" type="checkbox"/>	43 hrs after A/C lands	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
10. NAVIGATION REPORT (Each Mission)	<input checked="" type="checkbox"/>	43 hrs after A/C lands	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
11. TAKE REPORT (Each Shpt take Mat)	<input checked="" type="checkbox"/>	Imedly after shipment				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
12. FILM REPORT (On mission Prod Rept)	<input checked="" type="checkbox"/>	2 hrs after 3" Trkg Film Dev.					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
13. MISSION WY REPORT (Each Mission incldg)	<input checked="" type="checkbox"/>	2 hrs after 3" Trkg Film Dev.					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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USMC COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 9 April 1968

OPERATIONS ORDER NO. A-1000

REPORTS (WHEN REQUIRED)	25X	REQUIRED YES (X)	DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
				ON TIME (5)	LATE 0-20' (4)	LATE 21-40' (3)	LATE 41-60' (2)	LATE 61-20' (1)	0		
1. INITIAL REPORT (Each Mission)		X	6 hours Prior T.O.	\$						\$	\$
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour							•	•
3. DEPARTURE REPORT (Each Mission)		X	IMMEDIATELY After T.O.	\$						\$	\$
4. A/C REPORT (On req from Proj No 1)		X	Immediately or 1 hr after A/C is lost							•	•
5. SIGHTING REPORT (Each Mission)		X	Immediately after ldg.							\$	\$
6. PROGRESS REPORT (Receipt of A/C report on or change in mission)		X	Immediately upon receipt of information on							•	•
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Immediately upon receipt of info A/C lost or tot fuel time plus 1 hour							•	•
8. SORTIE REPORT (Each Mission)		X	2 hr after A/C lands					\$		\$	\$
9. COMMANDER'S MISSION REPT (Each Mission)		X	48 hrs after A/C lands	\$						\$	\$
10. NAVIGATION REPORT (Each Mission)		X	48 hrs after A/C lands	\$						\$	\$
11. TAKE REPORT (Each Shot take Mat)		X	Immediately after shipment				\$			\$	\$
12. TAKE-UP REPORT (On req from Proj No 1)			2 hrs after 3" Trkg Film Dev.							•	•
13. MISSION WK REPORT (Each Mission incldg		X	2 hrs after 3" Trkg Film Dev.	\$						\$	\$

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\*Bi-hourly reports to follow for 24 hours.  
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TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED
12	12	12

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USCIB COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 12 April 1972

OPERATIONS ORDER NO. 4-2297

REPORTS (WHEN REQUIRED)	25X	REQUIRED		DUE TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
		YES	NO		ON TIME (5)	LATE 0-20'(4)	LATE 21-40'(3)	LATE 41-60'(2)	LATE 61-20'(1)		
1. INITIAL REPORT (Each Mission)		X		6 hours Prior T.O.	X					5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)			X	Immediately if T.O. delayed 1 hour						0	0
3. DEPARTURE REPORT (Each Mission)		X		IMMEDIATELY After T.O.		X				5	5
4. SHORT REPORT (Each aborted mission)			X	Immediately after ldg or word that A/C is retdg						0	0
5. LANDING REPORT (Each Mission)		X		Immediately after ldg			X			5	5
6. PROGRESS REPORT (Receipt of A/C posi- tion or change in Plan)			X	Immediately upon receipt of informat- ion						0	0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)			X	Immedly posi- tive info A/C lost or tot fuel time plus 1 hour						0	0
8. SORTIE REPORT (Each Mission)		X		2 hr after A/C lands	X					5	5
9. COMMANDERS MISSION REPT (Each Mission)		X		48 hrs after A/C lands	X					5	5
10. NAVIGATION REPORT (Each Mission)		X		48 hrs after A/C lands	X					5	5
11. TAKE REPORT (Each Shot take Mat)		X		Immedly after shipment					X	5	5
12. TARGET REPORT (On req from Prod Mat)			X	2 hrs after 3" Trkr File Dev.						0	0
13. MISSION WK REPORT (Each Mission incldg)		X		2 hrs after 3" Trkr File Dev.	X					5	5

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COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 22 April 1964

OPERATIONS ORDER NO. A-2400

REPORTS (WHEN REQUIRED)	REQUIRED		TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
	YES	NO		0-20'(1)	21-40'(2)	41-60'(3)	61-80'(4)	81-100'(5)		
1. INITIAL REPORT (Each Mission)	X		6 hours prior T.O.						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour						0	0
3. DEPARTURE REPORT (Each Mission)	X		IMMEDIATELY after T.O.						5	5
4. ALERT REPORT (Each Mission)	X		Immediately after ldg or word that A/C is retg						5	5
5. PROGRESS REPORT (Each Mission)	X		Immediately after ldg						5	5
6. PROGRESS REPORT (Receipt of A/C posi- tion or change in Plan)		X	Immediately upon receipt of information						0	0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X	Immediately posi- tive info A/C lost or tot fuel time plus 1 hour						0	0
8. SIGHTING REPORT (Each Mission)		X	2 hr after A/C lands						0	0
9. COMMANDER'S MISSION REPT (Each Mission)		X	48 hrs after A/C lands						0	0
10. NAVIGATION REPORT (Each Mission)		X	48 hrs after A/C lands						0	0
11. TACT REPORT (Each Shot Take Mat)		X	Immediately after shipment						0	0
12. TACT REPORT (On req from Prod Mat)		X	2 hrs after 3" Trkg Film Dev.						0	0
13. MISSION WK REPORT (Each Mission incldg)		X	2 hrs after 3" Trkg Film Dev.						0	0

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TOTAL POSSIBLE TOTAL POSSIBLE TOTAL RECEIVED

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OPERATIONS ORDER NO. 1001

ITEM NO.	25X1A	DESCRIPTION	TIME	WITH SUBMITTED				TOTAL POSSIBLE		
				TIME	TIME	TIME	TIME	TIME	TIME	TIME
1		URGENT REPORT (Each Mission)								
2		URGENT REPORT (Each Mission)								
3		URGENT REPORT (Each Mission)								
4		URGENT REPORT (Each Mission)								
5		URGENT REPORT (Each Mission)								
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99		URGENT REPORT (Each Mission)								
100		URGENT REPORT (Each Mission)								

BEST COPY

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EYES ONLY

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TOTAL POSSIBLE	TOTAL POSSIBLE	TOTAL RECEIVED

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USAF (OCEAN) REPORTS

CREW NO.

DATE: 11 April 1956

OPERATIONS ORDER NO. 1012

REPORTS (USAF PREVIOUS)	RECEIVED YES NO	TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
			TIME (1)	DATE (2)	DATE (3)	DATE (2)	DATE (1)		
1. INITIAL REPORT (Each Mission)	X	5 hours prior to T.O.	5					5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X Immediately if T.O. delayed 1 hour						0	0
3. DEPARTURE REPORT (Each Mission)	X	IMMEDIATELY After T.O.	5					5	5
4. LOSS REPORT (Each mission report)	X	Immediately after 1 hr or less that A/C is retg					0	5	0
5. RECOVERY REPORT (Each Mission)	X	Immediately after 1 hr						5	5
6. RECEIPT REPORT (Receipt of A/C posi- tion or always in Plan)	X	Upon receipt of mission ion						0	0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X Immediately posi- tive info A/C lost or tot fuel time plus 1 hour						0	0
8. SORTIE REPORT (Each Mission)		X 2 hr after A/C lands						0	0
9. COMPLETION MISSION REPT (Each Mission)		X 48 hrs after A/C lands						0	0
10. NAVIGATION REPORT (Each Mission)		X 48 hrs after A/C lands						0	0
11. TAKE REPORT (Each mission report)		X Immediately after 1 hr						0	0
12. FILM REPORT (On req from Pres Hq)		X 2 hrs after 3" Trkg Film Dev.						0	0
13. MISSION WK REPORT (Each Mission inclg)		X 2 hrs after 3" Trkg Film Dev.						0	0

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TOTAL  
POSSIBLE

TOTAL  
POSSIBLE

TOTAL  
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70%

20

11

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COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 11 April 1956

OPERATIONS ORDER NO. 1013

REPORTS (WHEN REQUIRED)	REQUIRED YES NO	TIME	WHEN SUBMITTED					POSSIBLE POINTS	POINTS RECEIVED
			TIME (5)	DATE 0-20 (4)	DATE 21-40 (5)	DATE 41-60 (2)	DATE 61-80 (1)		
1. INITIAL REPORT (Each Mission)	X	6 hours Prior T.O.	5					5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X Immediately if T.O. delayed 1 hour						0	0
3. DEPARTURE REPORT (Each Mission)	X	IMMEDIATELY After T.O.	5					5	5
4. ADJUST REPORT (Each Mission)		X Immediately after log or word that A/C is out						0	0
5. RECOVERY REPORT (Each Mission)	X	Immediately after log			3			5	3
6. RECOVERY REPORT (Receipt of A/C from the recovery team Plan)		X Immediately upon receipt of A/C from recovery team						0	0
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)		X Immediately upon receipt of info A/C lost or too fuel time plus 1 hour						0	0
8. SORTIE REPORT (Each Mission)	X	2 hr after A/C lands		4				5	4
9. COMBAT MISSION REPORT (Each Mission)	X	48 hrs after A/C lands	5					5	5
10. NAVIGATION REPORT (Each Mission)	X	48 hrs after A/C lands	5					5	5
11. TAKE REPORT (Each Ship take Mat)	X	Immediately after shipment						5	5
12. TARGET REPORT (On run from Prod No.)		X 2 hrs after 3 <sup>rd</sup> Trkg Film Dev.						0	0
13. MISSION WK REPORT (Each Mission incldg)	X	2 hrs after 3 <sup>rd</sup> Trkg Film Dev.						0	0
			TOTAL POSSIBLE					80%	
			TOTAL POSSIBLE					80%	
			TOTAL RECEIVED						

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EYES ONLY

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FORM NO. 1

25X 3a

DATE: 12 April 1956

OPERATIONS ORDER NO. 1-1015

REPORT NO.	REPORT NO.	REPORT NO.	REPORT NO.	WHEN SUBMITTED				POINTS	POINTS
				DATE	TIME	DATE	TIME		
1. INITIAL REPORT	X	6 hours	5					5	5
2. DELAY REPORT	X	Immediately if A/C. Delayed 1 hr. or Mission Cancelled prior to 10.						0	0
3. DEPARTURE REPORT	X	Immediately After 10.	5					5	5
4. LOSS REPORT	X	Immediately after loss or word that A/C is retg immediately						0	0
5. PROGRESS REPORT	X	Immediately upon receipt of A/C report Plan						0	0
6. LAST KNOWN POSITION	X	Immediately positive info A/C lost or not lost this point 1 hour						0	0
7. SORTIE REPORT	X	2 hr after A/C lands						5	5
8. DEPARTURE MISSING REPT	X	10 hrs after A/C lands						5	5
9. NAVIGATION REPORT	X	10 hrs after A/C lands						5	5
10. TAKE REPORT	X	Immediately after takeoff						5	5
11. TARGET REPORT	X	2 hrs after 1st or 2nd Film Dev.						5	5
12. RETURN REPORT	X	2 hrs after 3rd Film Dev.						0	5

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70.0%

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~~SECRET~~ COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 13 April 1956

OPERATIONS ORDER NO. A-1016

REPORTS (WHEN REQUIRED)	25X14	REQUIRE SUB NO	DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
				ON TIME (5)	LATE 0-20'(4)	LATE 21-40'(3)	LATE 41-60'(2)	LATE 61-20'(1)	0		
1. INITIAL REPORT (Each Mission)		X	6 hours Prior T.O.	5						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)		X	Immediately if T.O. delayed 1 hour	5						5	5
3. DEPARTURE REPORT (Each Mission)			IMMEDIATELY After T.O.								
4. ABORT REPORT (Each aborted mission)			Immediately after ldg or word that A/C is retg								
5. LOSS OF REPORT (Each Mission)			Immediately after ldg								
6. PROGRESS REPORT (Receipt of A/C posi- tion or change in Plan)			Immediately upon receipt of informat- ion								
7. LOST AIRCRAFT REPORT (When determined A/C lost - overdue)			Imedly posi- tive info A/C lost or tot fuel time plus 1 hour								
8. SORTIE REPORT (Each Mission)			2 hr after A/C lands								
9. CONTAINERS MISSION REPT (Each Mission)			48 hrs after A/C lands								
10. NAVIGATION REPORT (Each Mission)			48 hrs after A/C lands								
11. TAKE REPORT (Each Sortie take Mat)			Imedly after takeoff								
12. TARGET REPORT (On req from Exec Hq)			2 hrs after 3" Trkg Film Dev.								
13. MISSION WK REPORT (Each Mission incldg			2 hrs after 3" Trkg Film Dev.								

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TOTAL  
POSSIBLE  
100%

TOTAL  
POSSIBLE  
10

TOTAL  
RECEIVED  
10

~~EYES ONLY~~

~~TOP SECRET~~

~~TOP SECRET~~

~~EYES ONLY~~

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USCM COMBAT REPORTS

CREW NO. [REDACTED]

Cancelled

DATE: 13 April 1956

OPERATIONS ORDER NO. A-1017

REPORTS (WHEN REQUIRED)	REQUIRED		DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
	YES	NO		ON TIME (5)	LATE C-20*(4)	LATE 21-40*(3)	LATE 41-60*(2)	LATE 61-20*(1)	0		
1. INITIAL REPORT (Each Mission)	X		6 hours Prior T.O.	5						5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)	X		Immediately if T.O. delayed 1 hour	5						5	5
3. DEPARTURE REPORT (Each Mission)			IMMEDIATELY After T.O.								
4. ABORT REPORT (Each aborted mission)			Immediately after 1 hr or word that A/C is retg								
5. LANDING REPORT (Each Mission)			Immediately after 1 hr								
6. RECOVERY REPORT (Receipt of A/C posi- tion on change and Plan)			Immediately upon receipt of informa- tion								
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)			Imedly posi- tive info A/C lost or tot fuel time plus 1 hour								
8. SORTIE REPORT (Each Mission)			2 hr after A/C lands								
9. COMMANDERS MISSION REPT (Each Mission)			48 hrs after A/C lands								
10. NAVIGATION REPORT (Each Mission)			48 hrs after A/C lands								
11. TAKE REPORT (Each Shot take Nat)			Imedly after shipment								
12. TARGET REPORT (On req from Proj Hq.)			2 hrs after 3" Trkg Film Dev.								
13. MISSION WX REPORT (Each Mission incldg)			2 hrs after 3" Trkg Film Dev.								

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TOTAL  
POSSIBLE  
100%

TOTAL  
POSSIBLE  
10

TOTAL  
RECEIVED  
10

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~~EYES ONLY~~

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USCM COMBAT REPORTS

CREW NO. XXXXXXXXXX

DATE: 14 April 1956

OPERATIONS ORDER NO. A-1018

REPORTS (WHEN REQUIRED)	REQUIRED		DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
	YES	NO		ON TIME (5)	LATE 0-20'(4)	LATE 21-40'(3)	LATE 41-60'(2)	LATE 61-80'(1)	C		
1. INITIAL REPORT (Each Mission)	X		6 hours Prior T.O.							5	5
2. DELAY REPORT (T.O. Delayed 1 hr. or Mission Cancelled Prior to T.O.)			Immediately if T.O. delayed 1 hour								
3. DEPARTURE REPORT (Each Mission)	X		IMMEDIATELY After T.O.							5	5
4. ABORT REPORT (Each aborted mission)			Immediately after 15 or word that A/C is retg								
5. LANDING REPORT (Each Mission)	X		Immediately after lde		4					5	4
6. MISSING REPORT (Receipt of A/C posi- tion or change of Plan)			Immediately upon receipt of informa- tion								
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)			Immediately posi- tive info A/C lost or tot fuel time plus 1 hour								
8. SORTIE REPORT (Each Mission)	X		2 hr after A/C lands		4					5	4
9. COMMANDER'S MISSION REPT (Each Mission)	X		45 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)	X		45 hrs after A/C lands							5	5
11. TAKE REPORT (Each Start take Mat)	X		Immediately after shipment							5	5
12. TARGET REPORT (On req from Proj Hq.)			2 hrs after 3" Trkg Film Dev.								
13. MISSION WX REPORT (Each Mission incldg)	X		2 hrs after 3" Trkg Film Dev.					1		5	1

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TOTAL  
POSSIBLE

85%

TOTAL  
POSSIBLE

40

TOTAL  
RECEIVED

31

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EYES ONLY

~~EYES ONLY~~

~~TOP SECRET~~

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USCM COMBAT REPORTS

CREW NO. [REDACTED]

DATE: 14 April 1956

OPERATIONS ORDER NO. A-1019

REPORTS (WHEN REQUIRED)	REQUIRED		DUE TIME	WHEN SUBMITTED						POSSIBLE POINTS	POINTS RECEIVED
	YES	NO		ON TIME (5)	LATE 0-20'(4)	LATE 21-40'(3)	LATE 41-60'(2)	LATE 61-20'(1)	0		
1. INITIAL REPORT (Each Mission)	X		6 hours Prior T.O.							5	5
2. DELAY REPORT (T.O. delayed 1 hr. or Mission Cancelled Prior to T.O.)			Immediately if T.O. delayed 1 hour								
3. DEPARTURE REPORT (Each Mission)	X		Immediately After T.O.			3				5	3
4. ABORT REPORT (Each aborted mission)			Immediately after ldg or word that A/C is retr								
5. LANDING REPORT (Each Mission)	X		Immediately after ldg							5	5
6. PROGRESS REPORT (Receipt of A/C posi- tion or change Flt Plan)			Immediately upon receipt of informat- ion								
7. LOST AIRCRAFT REPORT (When determined A/C lost-overdue)			Imedly posi- tive info A/C lost or tot fuel time plus 1 hour								
8. SORTIE REPORT (Each Mission)	X		2 hr after A/C lands			4				5	4
9. COMMANDER'S MISSION REPT (Each Mission)	X		45 hrs after A/C lands							5	5
10. NAVIGATION REPORT (Each Mission)	X		45 hrs after A/C lands							5	5
11. TACT REPORT (Each Sortie take Mat)	X		Imedly after shipment							5	5
12. TARGET REPORT (On and over target No. 1)			2 hrs after 3" Trkg Film Dev.								
13. NIGHT-VIEW REPORT (Each mission incld)	X		2 hrs after 3" Trkg Film Dev.			3				5	3

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TOTAL  
POSSIBLE  
888

TOTAL  
POSSIBLE  
10

TOTAL  
RECEIVED  
88





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**MAXIMUM 15 POINTS**

MISSION	NAVIGATION LEGS		CELESTIAL OBSERVATION		FLIGHT LINES		SCORE
	SCHED	COMPL	SCHED	COMPL	SCHED	COMPL	
1005	2	2	-	-	6	6	15
1006	2	1	-	-	4	4	12.4
1007	2	2	10	10	4	4	15
1008	2	2	-	-	5	5	15
1009	2	2	10	9	5	5	14.7
1010	2	0	-	-	5	0	0
1011	2	2	-	-	4	4	15
1012	Cancelled at	25X1A6a					7.5
1013	2	2	10	16	5	5	15
1014	1	1	-	-	4	4	15
1015	1	1	10	10	4	4	15
1016	CANCELLED DUE TO WEATHER						
1017	CANCELLED DUE TO WEATHER						
1018	2	2	10	10			15
1019	1	1	-	-			15
			13/131	= 97% of Requirements			
				115 Points			
				13.05 POINTS			
TAB 800							

~~EYES ONLY~~

~~TOP SECRET~~



~~TOP SECRET~~~~TOP SECRET~~RECAPITULATION OF NUMERICAL SCORE

<u>TAB NUMBER</u>	<u>ITEM</u>	<u>POINTS POSSIBLE</u>	<u>POINTS ATTAINED</u>
A	% AIRCRAFT AIRBORNE ON TIME	10	9.84
B	% REQUIRED AIRCRAFT EFFECTIVE	25	
C	% REQUIRED AIRCRAFT COMPLETING MISSION AS BRIEFED	15	11.53
D	% ACCOMPLISHMENT OF USCM REQUIREMENTS	15	13.05
E	CREW PROFICIENCY		
	(1) NAVIGATION	5	4.23
	(2) PHOTO FLIGHT LINE FLYING	25	
F	COMBAT REPORTS	5	4.00
	TOTAL	100	TOTAL 47.62

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~~EYES ONLY~~

**MAXIMUM 10 POINTS**

~~EYES ONLY~~

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**TABLE 1**

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3A0001001700047  
25 POINTS

~~B 53285~~

25X1A6a

13/1000% = 76.3% Completed as Briefed

## 13 Points

### 11.53 Points

~~EYES ONLY~~

**TAB 030**

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~~EYES ONLY~~

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HQ MISSION #

25X1C4a

1005 (346)

MISSION #

1005

DATE MISSION

9 April 1958

25X1A9a

REPORTING OFFICER 25X1A9a

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			X (1)
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	N/A		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 2 1/2" Camera	N/A		
f. Rocking Mount	X		
g. Communications	N/A		
7. Navigation - Celestial	X		
8. Weather	X		

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~~TOP SECRET~~ ~~EYES ONLY~~  
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TO MISSION # 1026 (347)  
 25X1C4a

25X1A9a

25X1A9a

MISSION # 1026

PLANNING OFFICER

DATE MISSION \_\_\_\_\_

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	N/A		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera			X (1)
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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**NEXT 23 PAGES**



	1	2	3
1. Not Listed	X		
2. Not Listed	X		
3. Additional Name Not Specifically Listed	X		

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED

- (1) The representative from the camera section neglected to inquire whether or not the pilot noted any malfunction of the tri-camera stations.

REVIEWING	DATE
X	

~~TOP SECRET~~

~~TOP SECRET~~

MISSION 1007 (348)

25X1C4a

MISSION 1007

25X1A9a

3285

25X1A9a

OFFICER

DATE MISSION 9 April 1956

ITEM	EXECUTIVE	MARGINAL	NON-EXECUTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section			X (1)
f. Physiological Section	X		
2. Mission Flow as Briefed	X		
3. Photo Accomplishments Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

~~TOP SECRET~~

~~EYES ONLY~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	<b>X</b>		
a. Hot News	<b>X</b>		
b. Routine	<b>X</b>		
10. Any Additional Items Not Specifically listed	<b>X</b>		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

- (1) Camera section representative late for de-briefing. Had to be called.

This was the smoothest and fastest de-briefing of all. Reasons:

- (1) Pilot better organized to answer questions, especially weather.  
 (2) De-briefing team had greater experience from previous de-briefings and was also better organized.

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
<b>X</b>		

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~~EYES ONLY~~

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**CONSOLIDATED**

MISSION REPORT

25X1C4a ~~1000 (840)~~

25X1A9a

MISSION ~~1000~~

FIELD OFFICE

DATE MISSION ~~0 April 1960~~

25X1A9a

ITEM	EXECUTIVE	MARGINAL	NON-EXECUTIVE
1. De-briefing Started at Scheduled Time			
Personnel Standing:			
a. Crew Chief		X (2)	
b. Weather		X (2)	
c. Intelligence	X		
d. Flight Director	X		
e. Photo Section	X	X (3)	
f. Physiological Section	X		
2. Mission Plans as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	N/A		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	N/A		
e. 24" Camera	X		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	N/A		
8. Weather	X		

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ITEM	EFFECTIVE	MARGINAL	NOT-EFFECTIVE
9. Intelligence	<b>X</b>		
a. Hot News	<b>X</b>		
b. Routine	<b>X</b>		
10. Any Additional Items Not Specifically listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

25X1A9a

- (1) Crew chief absent from de-briefing. [REDACTED] took this de-briefing and passed the information on.
- (2) Weather Officer late for de-briefing.
- (3) Photo representative late for de-briefing.

OVERALL RATING:

EFFECTIVE	MARGINAL	NOT-EFFECTIVE
<b>X</b>		

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~~EYES ONLY~~

~~DEFINITION~~

B53285

HQ MISSION # ~~25X1C4a~~  
 25X1C4a  
 MISSION # ~~25X1C4a~~  
 DATE MISSION ~~25 APR 1955~~

PILOT 25X1A9a  
 BRIEFING OFFICER 25X1A9a

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief			
b. Weather			
c. Intelligence			
d. Flight Planning Team			
e. Photo Section			
f. Physiological Section			
2. Mission Flown as Briefed			
3. Photo Accomplished as Briefed			
4. Celestial Accomplished as Briefed			
5. Cruise Control			
6. Aircraft Effectiveness			
a. Aircraft General			
b. Periscope			
c. Tracker			
d. Tri-Camera			
e. 24" Camera			
f. Rocking Mount			
g. Communications			
7. Navigation - Celestial			
8. Weather			

~~EYES ONLY~~

~~TOP SECRET~~

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	2		
a. Hot News	2		
b. Routine	2		
10. Any Additional Items Not Specifically listed	2		

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

(1) Briefing started 2 minutes 30 seconds early

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
2		

~~EYES ONLY~~

~~SECRET~~  
**DEBRIEFING CHECK SHEET**  
~~CONFIDENTIAL - EYES ONLY~~

HQ MISSION # 25X1C4a  
MISSION # 25X1C4a  
DATE MISSION 20 April 1966

PILOT 25X1A9a  
BRIEFING OFFICER 25X1A9a

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending: a. Crew Chief b. Weather c. Intelligence d. Flight Planning Team e. Photo Section f. Physiological Section	E E E E E E		
2. Mission Flown as Briefed	E		
3. Photo Accomplished as Briefed	E		
4. Celestial Accomplished as Briefed	N/A		
5. Cruise Control	N/A		
6. Aircraft Effectiveness	E		
a. Aircraft General	E		
b. Periscope	E		
c. Tracker	E		
d. Tri-Camera	N/A		
e. 24" Camera	N/A		
f. Rocking Mount	N/A		
g. Communications	E		
7. Navigation - Celestial	N/A		
8. Weather		E	

~~EYES ONLY~~

~~TOP SECRET~~



9. Intelligence	
a. Not listed	
b. Routine	
10. Any Additional Items Not Specifically Listed	

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

- (1) Psychological Officer should be present rather than his representative.
- (2) Weather Officer not present at debriefing.

OVERALL RATING:

EFFECTIVE	MARGINAL	POOR	INEFFECTIVE

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~~EYES ONLY~~

MISSION #  
25X1C4a

1001 (249)

CONSOLIDATED

PILOT

25X1A9a

B 5 3 2 8 5  
25X1A9a

MISSION # 1001

BRIEFING OFFICER

DATE MISSION 11 April 1996

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	N/A		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	N/A		
8. Weather	X		

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Base : CIA-RDP33-02415A000100170041

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CIA-RDP33-02415A000100170004-7  
~~EXECS ONLY~~

MISSION # 1012 (346)

25X1A9a

25X1C4a

MISSION # 1012

PILOT

BRIEFING OFFICER

25X1A9a

DATE MISSION 11 April 1956

FROM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

~~EXECS ONLY~~

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ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence	X		
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically Listed	X		
Physiological Emergency Landing	X		

EXPLAIN IN DETAIL ANY RATINGS WHICH ARE LESS THAN EFFECTIVE:

Very good Intelligence de-briefing.

4 Flame-outs [REDACTED] 25X1D0c

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

HQ MISSION # 2003 (94a)  
 25X1C4a

PILOT 25X1A9a  
 25X1A9a

MISSION # 2003

BRIEFING OFFICER [REDACTED]

DATE MISSION 22 April 1964

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General		X (1)	
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		



~~TOP SECRET~~

~~EYES ONLY~~

Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

HQ MISSION # 1024 (340)  
25X1C4a

PILOT 25X1A9a  
BRIEFING OFFICER 25X1A9a

DATE MISSION 12 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X (2)		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	N/A		
e. 24" Camera	X		
f. Rocking Mount	N/A		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

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~~EYES ONLY~~

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Intelligence of	
to News	
to OUTLINES	
(6) Any <del>Regulatory</del>	
Specifically listed	

CONTAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

(4) Didn't accomplish PE or Log (Pless out)

(7) No counter or good lines visible on student.

(9) Very good intelligence debriefing.

Three (3) Plans out.

Debriefing took 30 minutes, all troubles encountered were thoroughly discussed.

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EP. OR W
1		

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Sanitized - Approved For Release : CIA-RDP33-02415A000100170004-7

~~EYES ONLY~~

CONFIDENTIAL

NO ALPHABETIC CODE

MISSION # 25X1C4a

25X1C4a

MISSION # 25X1

25X1A9a

25X1A9a

25X1A9a

25X1A9a

DATE MISSION 22 APR 1975

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief			
b. Weather			
c. Intelligence			
d. Flight Planning Team			
e. Photo Section			
f. Physiological Section			
2. Mission Flow as Briefed			
3. Photo Accomplished as Briefed			
4. Celestial Accomplished as Briefed			
5. Cruise Control			
6. Aircraft Effectiveness			
a. Aircraft General			
b. Periscope			
c. Tracker			
d. Tri-Camera			
e. 24" Camera			
f. Rocking Mount			
g. Communications			
7. Navigation - Celestial			
8. Weather			

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~~EYES ONLY~~

~~TOP SECRET~~

4 10 4 2 20 3.1 5.1 20 20

72 10 59

**Abstract**

G. Any Additional Items Not  
Symmetrically Listed

3. LIST IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

REF ID: A61862

EFFECTIVE | MARGINAL | NON-EFFECTIVE

CONSOLIDATED  
DEBRIEFING CHECK SHEET

HQ MISSION # 1018 (348)

PILOT 25X1A9a

4070TH MISSION # 1018

BRIEFING OFFICER 25X1A9a

DATE MISSION 14 April 1956

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personnel Attending:			
a. Crew Chief	X		
b. Weather	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	X		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 24" Camera	X		
f. Rocking Mount	X		
g. Communications	X		
7. Navigation - Celestial	X		
8. Weather	X		

ITEM	EFFECTIVE	MARGINAL	NON-EFFECTIVE
9. Intelligence			
a. Hot News	X		
b. Routine	X		
10. Any Additional Items Not Specifically listed			

EXPLAIN IN DETAIL ALL RATINGS WHICH ARE LESS THAN EFFECTIVE:

(1) Briefing started 4 minutes early.

(2) Expect poor celestial shots due poor auto pilot.

(3) Expect some what inferior photo due auto pilot roll.

OVERALL RATING:

EFFECTIVE	MARGINAL	NON-EFFECTIVE
X		

1019 (347)  
25X1C4a  
MISSION #  
14 April 1956  
MISSION

25X1A9a  
25X1A9a  
OFFICER

	EFFECTIVE	MARGINAL	NON-EFFECTIVE
1. De-briefing Started at Scheduled Time			
Personal Attending:	X		
a. Crew Chief	X		
b. Techs	X		
c. Intelligence	X		
d. Flight Planning Team	X		
e. Photo Section	X		
f. Physiological Section	X		
2. Mission Flown as Briefed	X		
3. Photo Accomplished as Briefed	N/A		
4. Celestial Accomplished as Briefed	X		
5. Cruise Control	X		
6. Aircraft Effectiveness	X		
a. Aircraft General	X		
b. Periscope	X		
c. Tracker	X		
d. Tri-Camera	X		
e. 2 1/2" Camera	X		
f. Rocking Mount	X		
g. Communications	N/A		
7. Navigation - Celestial	X		
8. Weather			



TAB



ANNEX V

STATISTICAL SUMMARY OF USGM

TAB "A" - OPERATIONS

TAB "B" - MAINTENANCE & SUPPLY

This document consists of.....pages  
Copy No..... of .....copies

TAB "B"

DEBRIEFINGS

B 53285

All debriefings were rated as effective. Debriefings were scheduled one (1) hour after landing and all sections involved were generally in attendance. Debriefings were thorough and the information obtained aided all concerned in keeping abreast of the situation and preparing for the following days effort. Detailed debriefing check sheets for each sortie flown are included as inclosures to this annex.

~~EYES ONLY~~

~~TOP SECRET~~